

The Hongkong Telegraph.

WEATHER—FORECAST
FINE
Barometer 30.08

(ESTABLISHED 1891.)
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October 23, 1913, Temperature a.m. 72, p.m. 74; Humidity...71, 59.

October 23, 1913, Temperature a.m. 71, p.m. 77; Humidity...78, 71.

9,230 晚低廿月九年丑癸

FRIDAY, OCTOBER 24, 1913.

五拜禮 號四廿月十英曆西

\$36 PER ANNUM
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TELEGRAMS.

HOME POLITICS.

THE LAND QUESTION.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 23.
Mr. Lloyd George, speaking at Swindon, said the Government's scheme was to assume complete control of the land monopoly and give security to the tiller of the soil. They proposed to establish a Ministry of Land to take over the functions of the Board of Agriculture and the registration, transfer, and valuation of land. The new Ministry would appoint Commissioners, empowered to reduce the rents on small farms, etc., as the Courts did in Scotland.

A Minimum Wage.
Mr. Lloyd George reiterated the necessity for a minimum wage and reasonable hours and proper housing with a garden attached. He announced that the new Ministry would have full power to buy neglected land at a reasonable price. They must induce a stream of emigration from the towns and bring the people back to the land.

Criticism and Praise.
"Absurd," "fantastic," and "revolutionary" are among the epithets applied by the Unionist papers to Mr. Lloyd George's speech. They also declare that it will fail as a vote-catching device. The Liberal Press warmly welcomes it as a "momentous utterance," and emphasises the fact that Mr. Lloyd George's statement represents the unanimous conclusions of the Cabinet.

Golf or Deer?
Mr. Lloyd George addressed a gathering of 4,000 railwaymen at Swindon in the evening. In the course of his remarks the Chancellor replied to Mr. Prettiman and others relative to golf courses versus deer forests. He said that if the whole Highland forests were converted into golf courses, they would total two hundred, regularly employing 10,000 people. Therefore the comparison was nonsense.

DIPLOMATIC CHANGES.

TOKYO TO BERLIN.

London, Received Oct. 23.
Mr. H. G. M. Rumbold, Counsellor of the British Embassy at Tokyo, has been appointed Counsellor of Embassy at Berlin. The position at Tokyo will be filled by Mr. H. H. D. Beaumont, of the Foreign Office.

AVIATOR'S DEATH.

IMITATING M. PEGOU.

London, Received Oct. 23.
Reuter's correspondent at Paris states that the French military aviator, M. d'Auroche, was killed at Epinal when attempting to imitate the performance of M. Pegoud.

THE CARDIFF DISASTER.

RESCUERS Gassed.

London, Received Oct. 23.
Eighteen rescuers were overcome by gas in the Senghenydd mine yesterday and operations had to be postponed. The relief fund now amounts to £39,000.

TELEGRAMS.

REMARKABLE AFFAIR.

PRIESTS HOLD UP CHILDREN

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.
There has been an extraordinary development in Dublin. Archbishop Walsh recently protested against the arrangement of the Labour leaders to send 300 of children of starving strikers to homes in England, on the ground that there was no provision for religious instruction. Fifteen children arrived at Kingstown, last night. Priests intercepted them and harangued the crowd against sending the children to Socialist and atheistic homes. A lady in charge of the children, who hailed from London, was arrested, and charged with stealing them. She was allowed out on bail.

THE SUFFRAGISTS.

MR. LLOYD GEORGE'S ADVICE.

London, Received Oct. 24.
Mr. Lloyd George at Swindon, today told a suffragette deputation that he was more a suffragist than ever. The effect of militancy had been enormous and had converted indifference into bitter hostility. This Parliament was ruined from the suffrage point of view, nevertheless they need not despair. He advised the women to organise strenuously between now and the General Election.

PORTUGUESE RISING.

TROUBLE WITH CONSPIRATORS.

London, Received Oct. 24.
Spanish newspapers publish despatches describing the rising in London, stating that many of the conspirators who were disguised as policemen, hoping thus to rush the police stations and prisons, have been arrested. They declared their intention to establish a real Republic.

DIAZ LANDS.

SUPPOSED GERMAN PROTECTION.

London, Received Oct. 24.
Felix Diaz has landed at Vera Cruz, and will probably be a candidate for the Presidency. The German warship Hertha arrived and two officers went on board the steamer where Diaz was a passenger, in order, it is believed, to protect him.

AN AFRICAN RUMOUR.

WILL ZANZIBAR BECOME GERMAN?

London, Received Oct. 24.
Reuter's correspondent at Zanzibar cables: "There are growing rumours here that Zanzibar will shortly be handed over to Germany in exchange for territory or concessions in other parts of Africa."

AIRMAN'S DIFFICULTIES

COMPELLED TO CHANGE ROUTE.

London, Received Oct. 24.
Reuter's correspondent at Paris states that Austria has forbidden Daucourt to fly over southern Hungary, and the airman is obliged to change his route.

TELEGRAMS.

RAILWAYS AND STATE.

AN IMPORTANT COMMISSION.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.
A Royal Commission has been appointed to enquire into the relationship of the railway companies and the State. With respect to matters other than the safety of working and conditions of employment, it is to report on the desirability of changes in that relationship. Lord Loreburn is Chairman.

S MALILAND CAMEL CORPS

London, Received Oct. 23.
The Morning Post states that Captain F. G. Lawrence has been appointed to command of the Somaliland Camel Corps, which will be doubled.

A BREEDER OF CONSPIRACY.

The Peking Daily News has published a so-called official telegram headed: "Startling Confessions of Rebel Leaders." The telegram states that Chang Tseng-fang, Tzuoh of Honan, has telegraphed to the President and Cabinet announcing confession by Yen Tse-ku, an important rebel leader in Honan, says a telegram to the North China Daily News.

Yen joined the tufei in the Hsinan district and attempted to start a revolt. After hearing the plot Chang Tseng-fang immediately sent troops to suppress the tufei. Yen Tse-ku, and some of his followers fled to Shanghai and Nanking where he and the notorious rebel Chang Yuen-yu formed seditious plans, intending to return to Honan and attempt to overthrow the Provincial Government. Chang Tseng-fang ordered troops to arrest the two men, and Commandant Wang of the 3rd Division effected their arrest.

Yen Tse-ku, confessing before the court martial, said that he was formerly commandant of the rebels in the Hwai River district. After the first Revolution he nominated Yuan Shih-kai for President, but Sun Yat-sen, Huang Hsing, Li Lieh-chun, Pao Wen-yu and Chang Men-chi did not approve of this. After the inauguration of the Provisional President he says they sent agents into different provinces with a view to inducing the responsible authorities to join them in a second revolution. Yen Tse-ku went on to state that Huang Hsing ordered him to raise an insurrection in Honan in the middle of May.

He and Chu Tan-pei returned to Nanking and began the work of making an alliance with the White Wolf. Huang Hsing ordered them to induce the magistrates of the Hsinan district to aid the movement. He says that the magistrate did so and planned that the Hsinan district should declare its independence, which was done; but the idea then formed of marching against Peking failed.

He said that Sun Yat-sen had numerous friends among the Japanese Nationalist party, and that they proposed to assassinate high officials in Peking. It was suggested to use aeroplanes to fly over Yuan Shih-kai's quarters and drop bombs, while it was also suggested to tunnel under the presidential quarters.

The confession concludes by stating that a letter was received from Sun Yat-sen in September urging Yen Tse-ku to push on with the great plot.

TELEGRAMS.

STEAMER FOUNDERS.

FORTY DROWNED.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.
Reuter's correspondent at Helsingfors states that the Finnish steamer Vaskiluoto struck a reef, off Vaasa, and foundered. There were forty people aboard and all were drowned.
[Vaasa is a county of Finland in the Gulf of Bothnia.]

WHAT REASON?

MR. BIRRELL VISITS LONDONDERRY.

London, Received Oct. 24.
A surprise visit of Mr. Birrell and other officials to Londonderry has caused considerable speculation as to the cause.

CHINA AND THE TARIFF.

No Prospect Without a Quid Pro Quo.

Yokohama, Oct. 19.
There has been a good deal of loose talk in the Press and elsewhere about tariff revision since the Chinese Government addressed a letter to the Legations the other day on the subject. Over a year ago the Chinese Government notified the Legations of their desire to revise the tariff. That notification received no attention from the Legations nor in the present letter. China, in fact, has no right to demand revision, for the clauses in the protocol which provide for raising the tariff and the tariff itself, as agreed to by all the Powers in 1902, contains no stipulations regarding revision. It is true that the Manchu Treaty and the subsequent American Commercial Treaty provide that either party shall have the right to demand revision after ten years. China may, therefore, raise the question with these two Powers, but it could only be to be told that, with revision agreed upon, it would be inoperative, as the "most favoured nation" clause prohibits an increase on British or American goods as compared with those of other Powers.

The disposition of the foreign Powers towards the question of tariff revision is not unimportant for China. Foreigners, in these days, when China is proving herself difficult to deal with, are doing nothing "for her benefit" and "No Power will consent to penalise its trade without a quid pro quo. Generally speaking, the spirit of the original arrangement implies an opportunity to revise. But China's present obstructive handling of the tariff question, for instance, disposes the Powers to maintain the letter of the spirit, rather than the spirit itself. China must comport herself more intelligently and straightforwardly towards the host of questions at issue with foreigners before she can expect any consideration from foreign Powers.

For similar reasons the foreign Powers are unlikely to agree that foreigners shall be liable to the stamp tax, as possibly proposed by the Chinese Government in an audacious note to the Legations. The entirely erroneous assumption by the Chinese contained in the note, that the foreign Ministers had already agreed in principle to the imposition of the tax, makes it the less likely that the proposal will be seriously considered. — North China Daily News.

TELEGRAMS.

DRIVER'S SENTENCE.

TALK OF A STRIKE.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 23.
The officials of the National Union of Railwaymen are staggered at the sentence passed on Candler, and they state that they will do their utmost to get the sentence quashed. Some of the railwaymen talk of a strike.

MR. KIPLING'S WARNING.

Neither Men Nor Means to Prevent Invasion.

At Barwash, the old-world village high on the Sussex Downs, in the vicinity of which Mr. Rudyard Kipling has made his English home, Mr. Kipling presided over an open-air assembly and delivered an address on the aims of the National Service League. Mr. Kipling, who addressed his audience of villagers as "Ladies and gentlemen and friends and neighbours," said he proposed merely to introduce the speakers, Mr. Conlon Kernahan and Mr. Nevill Edwards, who are touring the Sussex country-side in the cause of national service.

Mr. Kipling continued,—"I sympathize with them in the difficulties of their task, because it is almost as impossible to make a people who have never known invasion realize what invasion is as it is to make a man realize the fact of his own death. The nearest a man can come to imagination to his own death is the idea of lying in a coffin with his eyes shut listening to pleasant things his neighbours are saying about him (laughter); and the nearest that a people who have never known conquest or invasion can come to the idea of conquest and invasion is a hazy notion of going about their usual work and paying their taxes to tax collectors who will perhaps talk with a slightly foreign accent. Even attempted invasion does not mean that it means riot and arson and disorder and bloodshed and starvation on a scale that a man can scarcely imagine to himself; it means disorganization of every relation of life and every walk of business from the highest to the lowest and the more elaborate the civilization the more awful will be the disorganization—in other words, what the Balkan States can stand for 12 months and still breathe would knock us out of time in six weeks.

It seems to me that if there is a reasonable chance—and I think there is—of such a catastrophe overtaking us, we ought at least to take reasonable precautions to make any attempted invasion so exceedingly expensive to begin with, and so particularly unpleasant to go on with, that no enemy would think of facing the risk. (Cheers.) As things stand at present we have neither the men nor the means nor the organization nor the will to produce such results. That is why those of us who think go about in fear and in doubt; that is why those of us who do not think are full of silly beatings one day and of blind panic the next; that is why we have no security inside or outside our borders; that is why we tell each other lies to cover our own fears and yet know all the time that our lies are useless.

TELEGRAMS.

CUBAN SUGAR.

ENORMOUS CROPS REPORTED

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 24.
A Havana telegram received at New York estimates the Cuban sugar crop at 2,029,200, tons 500,000 beyond the crop of any previous year.

LEGISLATIVE COUNCIL.

(Continued from Page 10.)
of Public Works was the head of the greatest spending department of the colony. "He was a most valuable public servant, of whose work he had had experience now for nearly two years. Referring to the bathing question he said he was told that the number of people who entered the water at the evenings organized by the Tramway Company, was probably a fraction of one per cent of those present. The Bill was then read a second time, and Council adjourned till Thursday next week.

NETHERLANDS INDIA TEA.

A correspondent writes in a recent issue of the Java Bode:—"It is well known that for some years the quality of the British Indian tea seeds imported into the Netherlands has considerably deteriorated. To put an end to this state of things, it was resolved last year, on the initiative of the directors of the experimental tea station at Buitenzorg (Des Bernard and Deuss) to exercise control over the imported seeds. This had the approval and co-operation of the importers and was regulated by the doctors named, who during the last import season invariably went down to Tandjong Priok to examine samples of seed whenever they were informed of a fresh importation.

Now that the import season has again come round, it would be well (adds the writer) to draw attention once more to this system of control which is of such importance to the cultivation of tea in Netherlands India. The samples that are taken in Tandjong Priok are conveyed to the laboratory at Buitenzorg and there submitted to a careful examination. This examination consists in putting the seeds in water to compare the percentage of those that sink with those that float; the sowing of a portion of the seeds; and finally the breaking open of the seeds for inspection. After the sowing of seeds sown, there follows a third and a fourth stage of examination, namely, the ascertaining of the percentage of successful growth in the nurseries and afterwards the purity of type in the open ground.

The results of last year's examination showed that out of 99 samples examined, an average of 75 per cent of the seeds sank in water. It appeared, however, that the method of testing, the value or otherwise of the seeds by their sinking or floating in the water, which is the method commonly adopted, on the estates, could not be taken as a true guide. The seeds imported in 1912 were, generally speaking, of favourable quality, presumably because the exporters in British India knew that their seeds would be systematically examined.

It is to be hoped that they will bear this in mind during the coming season, and that it will not be necessary to put into practice the suggestion of the experimental station, namely, to deprecate the value of shipments that do not contain a certain fixed percentage of good seeds, and to enhance the value of seeds above that standard.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Cardiff Disaster Relief Funds now amount to £39,000.

Mr. Henry Dawson Beaumont, of the Foreign Office, replaces Mr. H. G. M. Rumbold at Tokyo.

The Liberal newspapers warmly welcome Mr. Lloyd George's speech as a momentous utterance.

Travellers from Portugal say that a portion of the army and navy are supporting the revolt movement.

The Liberal papers say that Mr. Lloyd George's policy represents the unanimous conclusions of the Cabinet.

Mr. H. G. M. Rumbold, M.V.O. has been appointed Counsellor of Embassy at Berlin in succession to Earl Granville M.V.O.

The officials of the National Union of Railwaymen were staggered at the English disaster sentence on the engine driver.

Eighteen men engaged in rescue work at Senghenydd were overcome by gas and further operations have been postponed.

A French military aviator named d'Auroche has been killed at Epinal in an attempt to imitate Pegoud, who flew upside down.

"Absurd," "fantastic," "Revolutionary," are among the epithets applied by the Unionist newspapers to Mr. Lloyd George's speech.

The Morning Post announces that Captain Lawrence has been appointed to command the Somaliland Camel Corps, which will be doubled.

LOCAL.

A report of the debate on the estimates is given to-day.

A description of the new Aga Light, for use on the harbour buoys, appears in to-day's issue.

ROMAN REMAINS.

In the churchyard at Gaerwent have been excavated a part of an elaborate drainage system and a paved courtyard of Roman origin. Children playing in the schoolyard accidentally discovered the entrance to a passage leading to a vaulted chamber 6ft. below the level of the yard and undoubtedly of Roman workmanship.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

Extraordinary General Meeting Hongkong Hotel Co.—noon.
"Twelfth Night," Theatre Royal—9.15 p.m.
Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
Tuesday, October 23.
"Twelfth Night," Theatre Royal—9.15 p.m.

Wednesday, October 23.
Half Yearly Meeting—Jockey Club—noon.

Thursday, October 24.
"Twelfth Night," Theatre Royal—9.15 p.m.

G. P. Lammer's Auction Sale Machinery—11 a.m. Yau-mat.

Thursday November 6.

2. Bat'n. D.O.L.I. Sports.

Friday November 7.

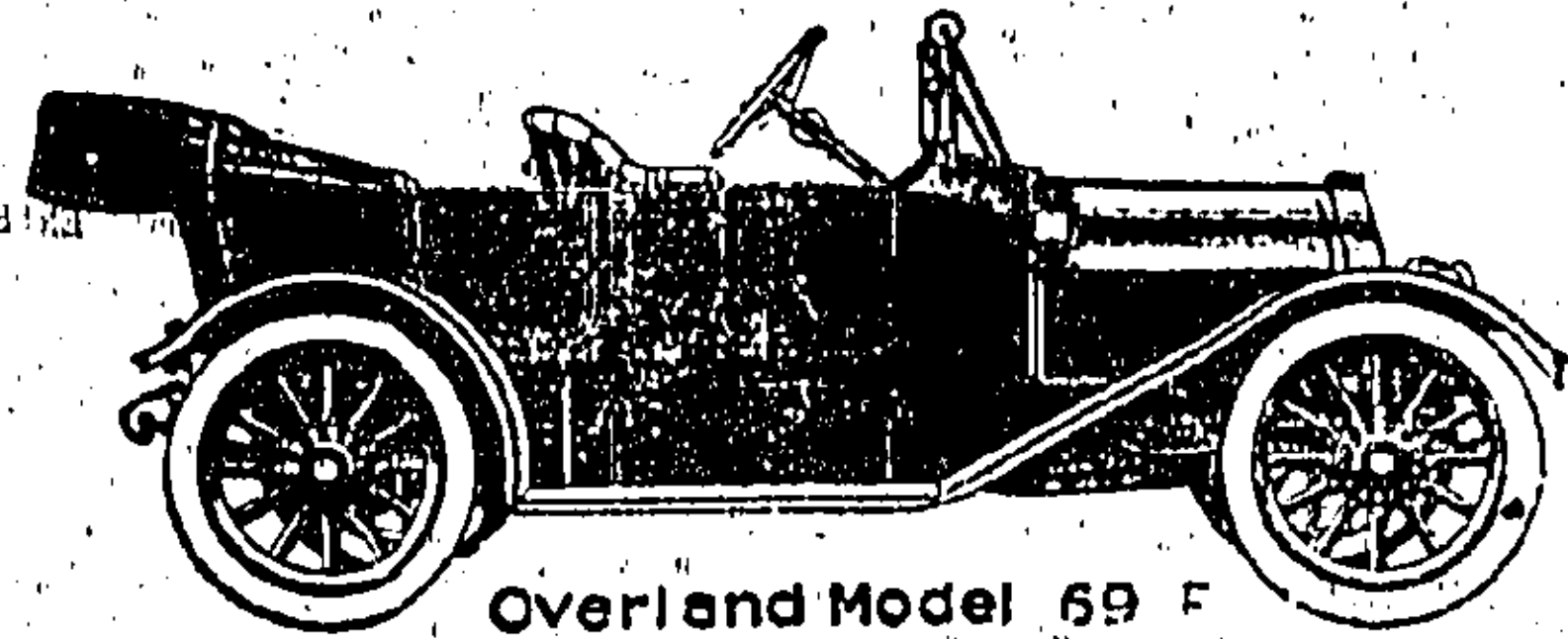
2. Bat'n. D.O.L.I. Sports.

Saturday November 8.

2. Bat'n. D.O.L.I. Sports.

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A number of Overlands have now arrived and are finding a ready sale.

Sole Agents,

DRAGON CYCLE DEPOT.
(Prospective Buyers can try this Car free of charge.)

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THE IDEAL LAUNDRY

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Hongkong, 3rd October, 1913

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PRINCE'S PLATE (Guaranteed for 30 Years).
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A New SILK STORE

in the most up-to-date style and fashion at the large

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Queen's Road Central,

lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, handsome and a various stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and attractive designs and patterns.

The stock includes a choice selection of Turkish, Persian & India Silk, Carpets & Wollen Rugs

in choice and elegant patterns. Prices specially reduced for summer. Cheapest store in the Colony. An early visit earnestly solicited.

D. CHELLARAM.

Hongkong 26th July, 1913.

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THE BEST BARBER SHOP IN THE COLONY!
CHIROPODISTS, MANICURISTS AND

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HONGKONG HOTEL BUILDINGS.



ASAHI BEER

ASTHMA
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief, and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

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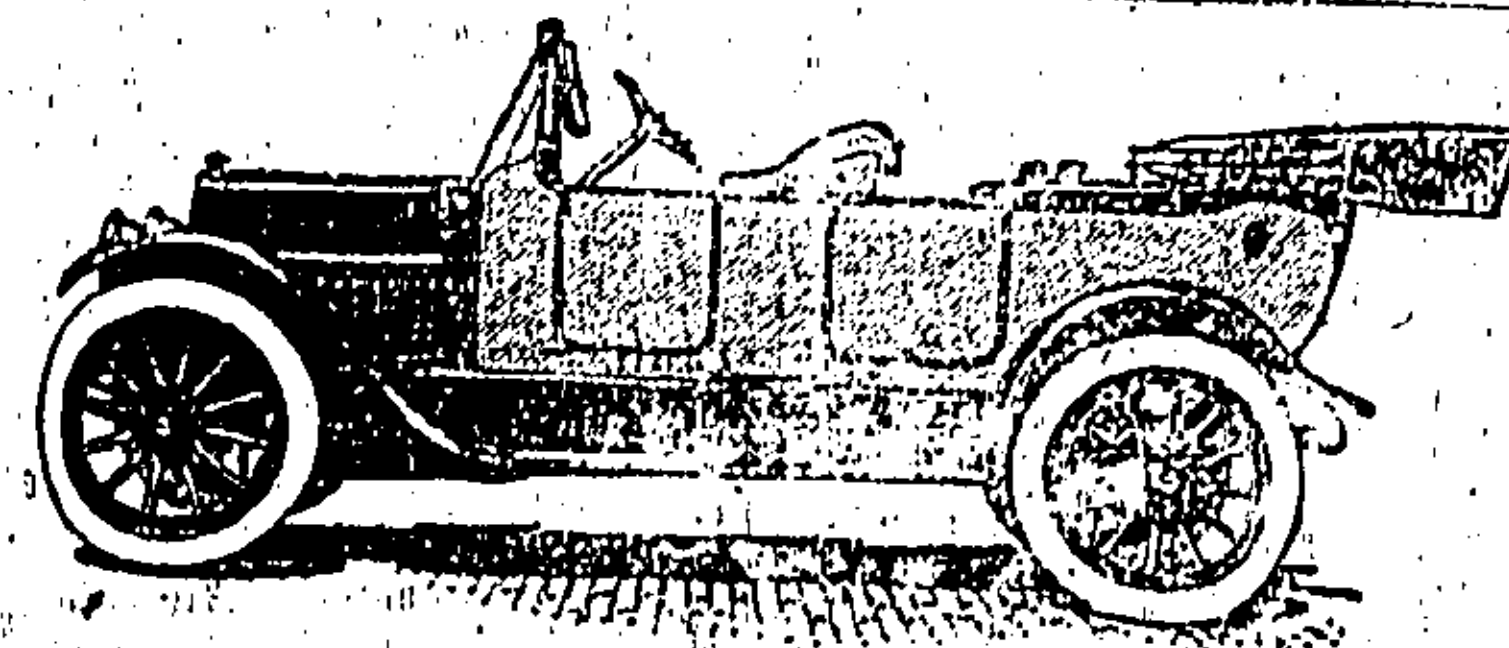
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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1901



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PRESERVED GINGER
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CHOW-CHOW
(A. I. Quality)
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12-2 1/2lb jars \$15.00

Best Quality
HANKOW TEA
(Own Selection)
5 lbs Nett \$9.00
7 lbs Nett \$11.00
10 lbs Nett \$15.00

CUMQUAT
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	leaves on	in	arrives		leaves on	in	arrives
		London				London	
S.S. KITANA MARU	10-9-13	23-10-13	S.S. NILE	15-10-13	30-11-13		
" NYANZA	17-9-13	2-11-13	" KATORI MARU	23-10-13	4-12-13		
" IYO MARU	24-9-13	9-11-13	" SYRIA	29-10-13	13-12-13		
" MORE	1-10-13	16-11-13	" KAMO MARU	6-11-13	18-12-13		
" HIRANO MARU	8-10-13	20-11-13	" SUMATRA	12-11-13	27-12-13		

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A LA CARTE GRILL ROOM.

Now Open.

J. H. TAGGART,

Hongkong, 20th April, 1911.

Manager. [2]

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QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

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"The Grand Hotel orchestra will play selections during tiffin and dinner and at intervals during the day."

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HOTEL CRAIGIEBURN.

PLUNKET'S GAP

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Tel. 66.

For Terms apply to the

MANAGER

Hongkong, 18th July, 1913

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EX. S.S. EASTERN.

SMOKED FILLET HADDOCKS.

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Also in hand, Fresh Deep Bay Oysters.

Open till Midnight.

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76, ESCOLTA



AS A PRACTICAL DISINFECTANT FOR USE AGAINST SUCH DISEASES AS
PLAGUE AND CHOLERA



IS UNRIVALLED.

PROF. H. R. KENWOOD STATES
"IT WAS FOUND THAT IZAL SOLUTION OF THE STRENGTH OF 1 IN 150 ACTING FOR 10 MINUTES DESTROYED THE PLAGUE GERM IN EVERY EXPERIMENT."

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OUR CONTEMPORARIES.

South China Morning Post.

Obstacles to Industrial Development

In an address delivered before the Shanghai Saturday Tiffin Club Mr. N. H. Teu recently spoke of the obstacles to industrial development in China, mentioning amongst other things the bad system of taxation, the want of uniformity in the currency system and the lack of Government encouragement. If such obstacles to the development of home industry exist, it must be apparent that they are even greater impediments to the development of foreign trade, and in addition, it must be remembered how very few Chinese there are who are familiar enough with commercial usages to conduct a mercantile correspondence; their ignorance of modern banking; the deplorable lack of the mutual confidence which is necessary in business, and last, but not by any means least, the language difficulty which would be an effectual bar to the introduction of foreign goods by sample in the hands of salesmen.

Daily Press.

The Opium Monopoly.

The more the opium monopoly proposals is considered the greater appears the necessity for the Government to be perfectly frank with the taxpayers in regard to the subject, and we are surprised to find that very little was added at yesterday's meeting of the Legislative Council to what was said on the subject by His Excellency a fortnight ago. We understand that a few months ago the present Opium Farmers offered, when their agreement expires in March next, to continue the Farm at a rental equivalent to \$1,750,000 a year, on condition that the agreement could be terminated by either side at any time on two months' notice being given. The figure named represents an increase of six per cent. on the present rental; but the Government has preferred to put forward a proposal to abolish the farm system, and run the opium business themselves, while they estimate a lower revenue than the Opium Farmers offer represents. It is a noteworthy fact—and one to which the attention of the Anti-Opium Society at home might usefully be drawn—that protests on moral ground against the Colonial Government directly setting up in business as opium dealers have been entirely lacking. No doubt when Parliament reassembles we shall hear of protests from Mr. Theodore Taylor and other luminaries against another Colonial Government directly engaging in a trade which the House of Commons has declared to be "morally indefensible," but the chief interest which the matter possesses for the Hongkong taxpayer is the financial aspect of the proposal.

China Mail.

The English Channel Tunnel.
The subject of the Channel Tunnel was considered at the first annual congress of the Franco-British Travel Union at a meeting held at Marble Arch House recently. Baron E. d'Er-langer presided, and after his introductory address on the subject a paper was read by Sir Francis Fox dealing with the engineering features involved. Sir Francis Fox stated that the conclusion had been arrived at as a result of preliminary work and geological investigations, that the strata which could be encountered would not present difficulties of an insurmountable character. Sir Douglas Fox and Partners and the French engineers were agreed that the tunnels could be constructed through the Lower or Grey Chalk.

For a good solid meal a la Carter or Table d'Hôte with Wines & Liqueurs of the Best ALFRED A. O'P.

GENERAL NEWS.

Nearly Enough.

The old phrase "drinking like a fish" is newly illuminated by a report from Marion, Indiana, which tells us that swarms of fish in the Mississippi became intoxicated as the result of the revenue officers throwing 1,916 barrels of beer into the river.

Nearly 2,000 barrels of beer seems enough to go on with.

English Undeified.
Extract from recent proceedings at the London Immigration Board: "Upon being asked whether he would work for 30s. per week the immigrant replied with a broad smile, 'What ho!' 'What he meant was, of course, 'And very nice, too'; but no doubt he will learn our language all in good time."

Rejected Plays.
Sir Herbert Tree's confession that he rejected both "Peter Pan" and "Kismet" among other plays, is a striking exemplification of the part played by chance in the finances of the drama. Some of the most successful plays on record, like some of the most successful novels, have been offered in vain to numerous people before they found a purchaser. Sir Herbert's experience may thus encourage some of the Great Unacted, as well as the struggling authors whose works have not yet found a publisher.

Tubes, Omnibuses, Trams.
Mr. A. H. Stanley, the managing director of the London General Omnibus Company, to whose tact the settlement of the omnibus dispute is mainly due, is one of the relatively few English railwaymen who have gained practical experience of "railroading" in the United States. Mr. Stanley was general manager of the 750 miles of the Detroit United Railway before he was 30, and returned to England in 1907 to manage the District Railway and the Piccadilly, Bakerloo, and Hampstead Tubes.

Briefs and Bamboozling.
When Mr. Justice Bucknill carries out his intention of retiring next year, the Bench will lose one of its most noted sportsmen. He is a hard rider to hounds, prefers horses and horse-racing to "briefs and bamboozling," as he once described his profession, and is a passionate devotee of Isaac Walton. In fact, he tells the story of how he once "ticked" a trout stream in North Wales, watched by a local lad, who was next year imprisoned when he was caught following the Judge's example.

Theory and Practice.
Whatever the merits of the Channel Tunnel scheme, which was discussed at the Franco-British Travel Congress, it may be pointed out that similar objections to those against it have been raised against many other great engineering projects. Palmerston, for instance, called the Suez Canal project "a madcap scheme which would be the ruin of our Indian Empire were it possible of construction, and which would spell disaster to those who had the temerity to assist it."

A Great Airman.
M. Roland Garros, who recently created a new world's record by his magnificent flight across the Mediterranean, is one of the few aviators who obtained a pilot's certificate on M. Santos Dumont's celebrated little "Cemiolella." A couple of years ago he accompanied the late M. Moisant on an aviation tour in the United States, where he learned to fly a Bleriot. M. Garros, who is in his 25th year, was born in Reunion, and was at one time in the motor-car trade. He obtained his flying brevet in July, 1910, and made a remarkable flight in the Paris Madrid race the following year.

Canadian Towns.
Few things give one a keener impression of Canadian enterprise than the announcement that "forty-five new towns will be placed on the map of Alberta within the next few months in consequence of the railway-building activities of the Canadian Pacific Railway this season." In Britain places begin by being hamlets, then grow to villages, and finally swell to towns and cities. But in the Dominion, apparently communities are born as towns, springing fully equipped from the Canadian Pacific Railway as Minerva from the head of Jupiter.

SERVICE MATTERS.

The New Zealand.

The Empire cruise of the battle-cruiser New Zealand was resumed on September, when the vessel left Valparaiso for Montevideo. The ports of call and dates for the latter part of the cruise were as follows:—Leave Montevideo October 7; arrive October 17; leave October 31; arrive Barbados November 1; leave Barbados November 3; arrive Jamaica November 8; leave November 10; arrive Bermuda November 13; leave November 19; arrive Halifax November 22; leave November 28; arrive Plymouth December 6. The New Zealand's round-the-world cruise commenced on January 28 last.

Belated Construction.
The fact that none of the five battleships belonging to the current programme are likely to be laid down for some weeks disposes of all hope that these vessels will be ready for service before the spring of 1916. It is no secret that a very determined effort is to be made to complete these ships in two years from the laying-down date, but experience with the building of new types—and the battleships of the 1910-14 programme will embody several important changes—does not hold out any promise that it will be possible to reckon upon their being ready for service much under 30 months from the keel-laying. With the entry into service of the 1913-14 ships we shall possess a total of 42 of the Dreadnought type, including the Australia, New Zealand, and Malaysia. By the spring of 1916 Germany will have 26 Dreadnoughts in commission, and in order to give practical effect to Mr. Churchill's 50 per cent. superiority in home waters, we shall require 39 ships; consequently only three will be available for what the First Lord of the Admiralty has described as "whole-world defence." There was a possibility in the spring of this year that the battleships belonging to the current programme would be laid down early in the autumn, but once again belated construction is acting as a drag on shipbuilding, and making confusion worse confounded in assessing actual and relative standards of strength at given periods within the next few years.

H. M. S. Philomel.
H.M.S. Philomel, a light cruiser of 2,575 tons, which is now at Singapore awaiting re-commissioning with a new crew at present on their way out by H.M.S. Triumph, proceeds to New Zealand, where she will be engaged as a drill ship for the next year or so.

The crew of the Philomel have witnessed some exciting scenes during the present commission. The vessel took part in the bombardment of the town of Madumari in July last, following on a little unpleasantness with the pirates who infest that part of the Gulf. The pirates raided an Arabian pearling dhow and captured the crew, whom they tied to the anchor and hung overboard. One man escaped and told his tale to the authorities with the result that an immediate demand was made for the handing over of the culprits. The request was ignored, whereupon the East India Squadron threatened to capture the whole of the merchant shipping of the locality. The situation became more strained after this and in the end matters were brought to a head by an attack on a steam launch from the Pelorus. The inhabitants of Madumari were given a further opportunity of handing over the pirates, but again refused and when threatened with the destruction of the town replied in their own language, "You can't do it." The Philomel, the Pelorus and the Sphinx accordingly proceeded to prove the fallacy of this statement and the town was somewhat knocked about in consequence. The following day a landing party went ashore and some fighting took place in which, unfortunately one of the crew of the Philomel was killed and five men were injured. Further fighting took place at Dilwar, which town was subsequently blown up with gun cotton and this terminated the opposition for the time being.

PEGOUD'S PROMISE.

More Thrilling Than Ever.

On the 27 ult. M. Pegoud gave the last of his demonstrations at Brooklands. Although he seems to have done now everything that could be done on an aeroplane, he had promised to excel even his previous feats when he flew that afternoon, says the *Globe*. He continues to insist upon the lack of danger of his performances "provided you are more than a hundred feet from the ground and the wind is not faster than forty-five miles an hour. It is only a question of coolness and comprehension of the possibilities of the monoplane."

Brilliant sunshine and an almost cloudless sky prevailed, and there was a larger crowd than ever present. Thousands arrived at the ground quite early, and thousands continued to pour in. Writing in the *Express*, the aviator says:—"I do not feel as if I am doing tricks. This flying upside down is a serious business, a wonderful advance in aviation—altogether more serious than a mere trick performance. I want the public to realise that I am trying to do something for the science of flying, and that from possibilities of flying."

Flyer Describes Loop.
Describing his double loop Pegoud says:—"Each loop described in the air a complete circle of about a hundred and ten yards in circumference. This I did by pulling the lever gently towards me again, so that the plane mounted up and over, leaving me sitting, strapped to my seat, underneath, until we had turned a complete somersault in a circle and come back again, ready to start on the second loop."

Mr. Hamel declares that Pegoud has gained evidence which will be of the utmost value to present and future pilots, and which will, he is sure, in the future prove a factor of signal importance in the preservation of life in the air. Writing in the *Mail*, Mr. Hamel says M. Pegoud's tests should play a great part in the training of the pilots of the future. M. Bleriot is of the opinion that in future flying upside down will be one of the compulsory tests, at any rate, for French military pilots.

Attitude of R. A. C.
Mr. Hamel is not alone in this intention to imitate Pegoud, and people have been asking what is the attitude of the Royal Aero Club on the matter.

Colonel Holden, vice-chairman of the Club, said in an interview that as Pegoud had come over here to give what was claimed to be a scientific demonstration the Aero Club had not thought fit to interfere, but the moment other people began doing "those tricks" the club would have to consider the whole question, and decide what action they should take.

A Triple Loop.

After flying the length of the aerodrome up-side down in the afternoon at Brooklands, Pegoud performed a triple loop of the loop. This was presumably in fulfilment of his promise to excel even his previous feats.

THE EMPLOYERS' UNION

A Provocative Movement.

The *Times* in a leading article criticizes the Employers' Union of which we gave an account last week:—"We do not doubt the excellence of the objects contemplated by the United Kingdom Employers' Defence Association. We have grave doubts, however, as to whether the Employers' Union are setting about the accomplishment of their wholly desirable object in the right way. The very formation of their combination seems to be based on the false idea that antagonism between capital and labour is a necessary basis of industrial life. Fifty millions, compared with the thousands of millions represented by the

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HARTING and ROGATE, on part of Kowloon Inland Lot 1154.

Apply to

LINSTEAD & DAVIS,

3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET.—Shop in Queen's Road, Central. Apply to INKKE & Co.

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [966]

TO LET.—Ranfurly, No. 11 Conduit Road. GODOWNS, 94, Wanchai Road, 102, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

capital employed in the trade of the United Kingdom, is relatively a trifling sum. It will not appear trifling to the men belonging to the bodies in conflict with which it is to be employed, in case of need. They will look upon it, with considerable justification, as the war-chest of their employers. It will be executed by many of them as a fund raised by the wealthy with the specific object of crushing the poor; it will be represented as the bulwark of tyranny and oppression. That will be view held by hundreds of thousands of working-men. They will not believe that this vast sum of money is intended to be used only for purposes of defence. We do not question the excellent motives of those concerned in the enterprise; no doubt they hope to promote the increase of friendly relations between employers and employed as well as to doubt is the wisdom of the course which they are embarking. They are taking upon themselves a serious responsibility. Even if their expectations with regard to the fund are not realized, even if they find that the great mass of employers fight shy of their organization, the name of the United Kingdom Employers' Defence Union will remain, and can hardly fail to have an irritating effect, and to aggravate instead of helping to allay the fever of industrial unrest. Not in strife or the appearance of strife, but in mutual co-operation lies the best hope of the

TO LET.

TO LET.—Furnished or unfurnished, ground floor of No. 2, Bay View, Mody Road, Kowloon. [982]

TO LET.—Large furnished room for two bachelors with board, upper level. Reasonable rates. Apply A. B. O. O. "Hongkong Telegraph."

TO LET.—Large furnished room suitable for one or two European Gentlemen. Bath, Good View. Full or partial board. Apply any day between 9 a.m. and 5 p.m. to 6, Arsenal Street (First Floor), Hongkong, 16th Oct., 1913. [962]

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TO LET.—No. 2 Mountain View, The Peak. Apply—LINSTEAD & DAVIS, Hongkong, 9th June, 1913. [345]

FOR SALE.

FOR SALE.—MOTOR LAUNCH HULL (second-hand) for sale. Length 50-ft. beam 9-ft., depth 4-ft. 6-in. Photo and/or order to inspect on application from DODWELL & Co., Ltd. [974]

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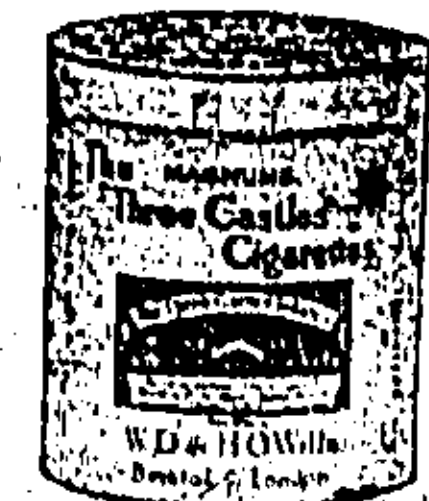
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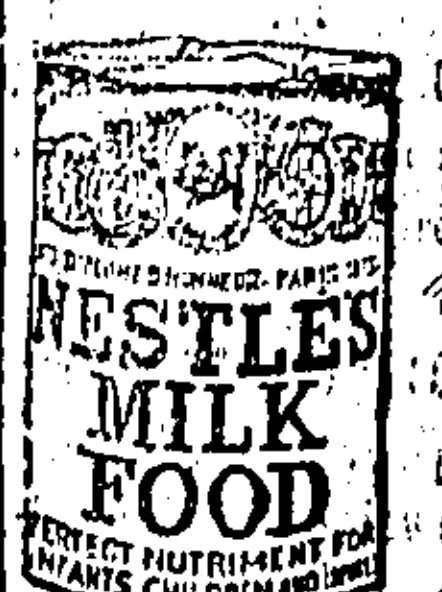
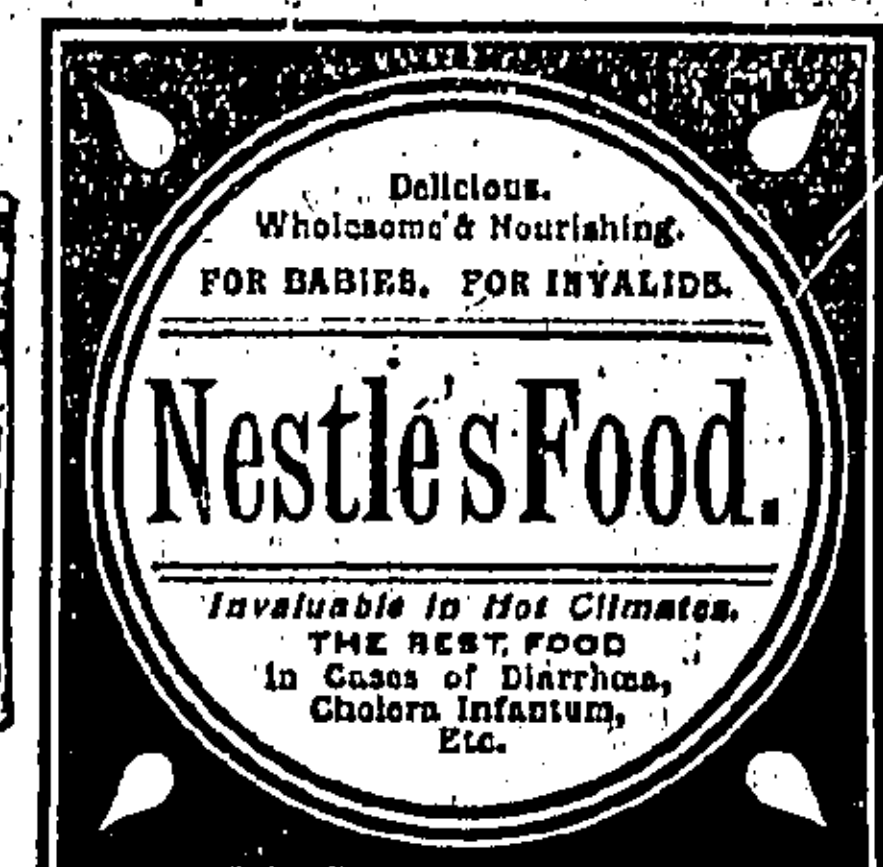
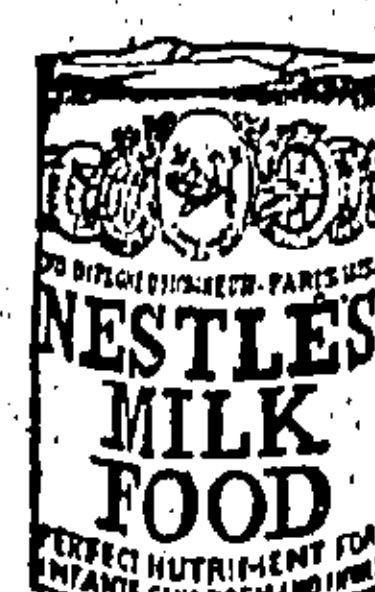


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The Hongkong Telegraph.

HONGKONG, FRIDAY, OCTOBER 24, 1913.

ARMY PROBLEMS.

At the close of the Army Exercise, barely a month ago, a conference was held before the King in the riding school at Weedon, and His Majesty had some very flattering things to say of the army. He remarked that, from what he had observed during the operations and on other occasions, he was convinced that great strides were being made in the practical training of all ranks. He said:

"I have been greatly impressed by the keenness displayed both in barracks and in the field individually and collectively to achieve a high standard of professional skill. I am gratified to know that this is so, for I need hardly remind you that the demands of modern war are such that the necessary degree of efficiency can only be attained by constant study on the part of officers and by strenuous service, loyalty to each other, and devotion to duty on the part of all."

His Majesty is in a position to judge of the fitness and the keenness of the troops. His visits to the army have been frequent and have not interfered with the usual course of training. This interest and attention on his part cannot fail to have an effect, not only on the work and morale of the troops, but on recruiting itself. But even the praises of the King cannot blind us to the need for improvements in more than one respect. Defects in themselves are serious enough, but they become still more serious when no effort is made to remove them; and that is the position to-day. Take the question of recruiting, for instance; everyone admits that the steady decrease in the strength of the army is a matter of the utmost consequence and deserving of immediate attention. The army is nothing like so strong as the needs of the Empire demand; yet it is impossible to find that any consistent attempt is being made to improve matters in this respect.

There is clamant need for a strong effort to improve recruiting. That may necessitate the improvement of conditions of pay and service, but whatever it costs, in reason, should be faced, and promptly. Matters have too long been permitted to take their own course. It is time that the Army Council woke to a sense of its duty. What is the use of having an Army Council if it does not busy itself to keep the army up to the necessary strength? What of the new rifle, again? It is said to have failed to pass certain tests, and there is no doubt that it has. That it has its merits is undoubted, but do they outweigh its defects? And can these defects be removed? These are questions which demand prompt answers. With its aid a man can fire point blank at six hundred yards, but what is the use of that if it speedily becomes over-heated? All that His Majesty said of the troops was abundantly justified, but there are, none the less, army problems, of which we have noted only two, which should have speedy attention.

Concerning a Labour Man.

Some rather pointed criticisms of labour members of Parliament were made in this column on Wednesday; and occasion was taken to remark that a man like George Barnes (who would not thank you for the Mr.) should not be included amongst the hotheads. This reminds us of an incident which must be new to most of our readers. Some years ago we attended a conference on tuberculosis, which was held in the Blackfriars district of Glasgow. A Member of Parliament for that division, George Barnes was invited to act as chairman, and he opened the conference with a short speech. Four notable medical men delivered lectures, and one of the four was Dr. Chalmers, the medical officer of health for Glasgow.

A High Tribute.

Dr. Chalmers is a rather austere gentleman, of vast culture, and about the last man in the world to have much to do with labour members. We doubt whether he was ever before or since so near to one as that afternoon. Yet, when he rose to deliver his lecture, he frankly admitted that his leading points—the conclusions which he had reached after a lifetime of study—had been anticipated by the chairman in his short speech. And the tribute which he paid to the Labour member was as generous as any we ever heard. There was perhaps nothing astonishing, after all, in finding the M. P. and the medical man arriving at the same conclusions. The former had lived, when young, in districts where consumption finds that on which it feeds. What he saw then he pondered after, and pondered to good purpose. That, we should imagine, explains the whole thing. But, since it is necessary to object quite often to the conduct of some labour men, it is only fair, where possible (and that is seldom) to say a word to the other side.

HONGKONG VOLUNTEERS

Corps Orders by Lieut. Col. A. Chapman V.D. state:—

Joined:—Mr. J. T. Tooker joined the Corps on the 21st inst. allotted Corps No. 1465 and posted to the Engineer Company. Leave:—Gr. O. A. S. Russ is granted leave of absence from October 17 to November 12; Pte. P. D. Wilson is granted leave of absence from November 19 to November 25.

Camp:—It is notified for general information that the Annual Camp will be held from the 9th to the 17th of January 1914, inclusive.

LOCAL SPORT.

Y.M.C.A. Billiard Tournament.

The following is the handicapping in the Y.M.C.A. Billiard Tournament:—R. Bishop—150; L. Le Braton—150; A. J. Heath—80; V. H. Edmunds, 60; J. Longstaff cor., V. C. Sara, 80; S. M. Mayes—10; V. S. Helme—10; R. C. Barlow—150; V. C. C. Hickling—30; A. S. Kempthorne, 20; V. A. Hamilton—100; F. G. White, 80; V. A. O. Hansen, scr.; N. McD. Howie—50; V. W. H. Morris, 10.

Hockey.

The Y.M.C.A. Hockey Club met the officers of H.M.S. Hampshire, yesterday afternoon at the Happy Valley and a most enjoyable game ended in a naval victory of five goals to nil.

TYPHOON WARNING.

The Telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory, at 4.55 p.m. yesterday:

Cyclone or Typhoon E. of Southern Luzon moving north-eastward.

DAY BY DAY.

THE GREATER COMPREHENDS THE LESS; BUT THE LESS CAN NOT COMPREHEND THE GREATER.

The Mails.

Siberian—Arrived to-day per s.s. Delta.

English—Closes to-morrow at 11 a.m. per s.s. Delta.

Siberian—Closes to-morrow at 5 p.m. per s.s. Yingchow.

Siberian—Left per s.s. India at daylight to-day.

Mr. Malini Returns.

Mr. Max Malini who has been touring up north, has returned to the colony and is staying at the Hongkong Hotel.

Drill at Happy Valley.

We are advised that Happy Valley will be used by the Military for drill purposes from 10 a.m. to 11 a.m. on Saturday.

Seamen's Institute Concert.—The opening concert at the Seamen's Institute took place last evening, when the crew of the H. M. S. Moomouth provided the programme.

Lost His Ring.

Mr. Gibson, Morton Terrace, has reported that whilst playing with his children on the verandah of his house, a diamond ring valued \$500, off his finger and was lost.

Matriculation Examinations.

The University of Hongkong announces Matriculation Examinations for December next and the following July. We are informed that the University intends to hold two Matriculation Examinations every year.

Alleged Highway Robbery.

A Chinese has reported to the police that whilst on Saikung Road with his mother, three Indians assaulted him, knocked his mother down, and stole from her person \$2 in money, and also stole a basket of bananas, valued at \$2.10.

Indians Accused of Robbery.

A Chinese police provision cook of Tean Lau-shi, reports that on his way home from his tea shed in Saikung Road, he was assaulted by three Indians and robbed of \$3 in money, and several packets of cigarettes to the total value of \$6.

Woman's Loss.

A Chinese married woman of 27 Hellies Street, has reported that some person has stolen from her house between July 30 and the 19th inst., 61 pieces of jewellery, some clothing and \$85 in money, to the total value of \$2,180. She suspects a foki who absconded on the 19th.

Tramway Obstruction.

At the Police Court, this morning, four coolies were fined for obstructing the tramway with their trucks. It was stated that there had been a diminution in the cases of obstructing the tram cars since the Tramway Company had taken to prosecuting those who were guilty of this practice.

For Rent and Water.

In the Summary Court this afternoon, before Mr. Justice Kemp, Prinsie Judge, Mr. W. B. Lightburn, 19 Wongschoong Road, sued Mr. and Mrs. G. Cunningham, 22 Kennedy Road, to recover \$28.50 for one month's rent of ground floor, No. 19 Wongschoong Road, and for water account. Mr. Davidson (Messrs Hastings and Hastings) defended and the case was adjourned.

The Mud-Slinger.

We are glad to see that Mr. Evelyn Cecil, in a speech at Ashton exposed the contemptible meanness of Mr. George's innuendoes against the Cecil family. "Mud-slinging" and "shuffling" are the terms the Unionist member applies, and they are not a bit too strong. It is, we are afraid, too much to hope that Mr. Balfour will take notice of the libellous suggestion of the Chancellor in reference to his investment in the London and Globe Finance Corporation.

THE AGA LIGHT.

Demonstration of New Light for Harbour Buoys.

An interesting demonstration of the "Aga" light which is being placed on buoys in the harbour from January next, and which can be used for flashlight signalling on railways, took place on Wednesday evening at the Offices of Messrs Nilsson and Co. who are the agents. The use of a white light as possible is obtained by means of acetylene in the dissolved form which is contained in cylinders, the outflow of the gas being regulated in accordance with the needs of the instrument. The flame produced by this medium is pure white and has one great advantage in that there are no residual products likely to clog burners or any part of the lamp in which it is used. In addition to this it is relatively cheap and in the form supplied to the lamps is readily portable.

It was, however, in the various lamps themselves that there was most of interest, and the first one that was shown was a railway flash signalling lamp which could be used as a distance signal. In this instrument by means of a pilot flame which is always kept burning and a timing arrangement which can be regulated to a tenth of a second, the lamp was made to give flashes regularly at stated intervals with a remarkably small expenditure of gas, the lens in front of the light focusing the beam and keeping much of its initial brilliancy. This particular light is destined for railway work in particular and though the initial outlay is by no means small the actual cost of working and the saving of labour and consequently of wages, entailed by its use as such would commend itself to any undertaking where a number of men have to be employed merely to attend to lamps. The cost of working this lamp is about 4 cents per day.

An Automatic Lamp. While this lamp was truly interesting it was the standard lamp, which was also shown, that was the most engrossing. It seemed absolutely to eliminate the human factor in railway signalling. For instance, if this lamp were used largely on the railways the familiar sight of a lamp trimmer going up to the signals to light up would be done away with and science would have stepped in with a purely automatic arrangement. This lamp lights itself on the approach of darkness, from the pilot flame, burns through the night and when the sun's rays are strong enough in the morning, that artificial light can be dispensed with, the signalling flame automatically goes out. This is brought about by a sensitive piece of apparatus which responds to light. It is interesting to know that it is claimed by the manufacturers that this light can be set going and will then continue for months on end without needing any further attention. In fact a representative of the Telegraph was told that of the buoys in use round about Alaska only one had been known to go out and that happened when the buoy went right under the water. Further adaptations of the light were also shown including side lights for engines and ships and a novel hand signalling lantern all worked on the same principle.

It is certainly worthy of note that this form of lighting is now being used in many of the railway systems of Europe and with satisfactory results, and judging from the facility with which the various instruments were worked there is every reason to hope that in the near future something of this nature will be used to replace the dirty and by no means completely satisfactory oil lamp that has had a long day on British railways.

Terrible Indeed.

The horrors of Darkest Africa are vividly brought before us by Mr. W. B. Kerr, who tells a newspaper representative that in Uganda "What the European misses so much is the absence of any ice-making factory. They have some plant on the lake boats, and it is a great treat for a white man to go aboard one of the steamers and have an iced lager."

IS SAND EARTH?

Interesting Point Decided by Magistrate.

The decision in the case in which a woman was charged with removing sand without a permit, was given by Mr. Hazeland, at the Police Court, this morning.

The question was raised as to whether sand was earth. His Worship said:—The defendant was charged before me under Section 211 of the Public Health and Buildings Ordinance 1903, with removing sand from the Foreshore at Po Tau, Kiu without a permit in writing from the Director of Public of this Colony on the 7th October, 1913.

Mr. Hodgson, Crown Solicitor appeared for the prosecution.

Mr. Stevenson appeared for the defence.

Section 211 is as follows:— "211. It shall not be lawful for any person to cut or remove earth or turf, or to collect, extract, split, blast or remove stones, from any land not under lease from the Crown, except subject to the regulations contained in schedule J, or such other regulations as may be made by the Governor in Council, or without the permission in writing of the Director of Public Works, or in such manner as shall undermine or in any way prejudicially affect or endanger the stability of any bank or earth or of any land or property adjoining."

I was first referred by Mr. Stevenson to the following words in Section 211 "or in such manner as shall undermine or in any way prejudicially affect or endanger the stability of any bank or earth or of any land or property adjoining." It was submitted that it is incumbent on the prosecution to prove these facts whether a permit has been granted or not. I am of opinion that it is only necessary for the prosecution to prove such facts when there is a permit.

Mr. Stevenson also submitted that "sand" is not "earth" within the meaning of Section 211.

Exactly the same question and under the same Section was tried before Mr. Sercombe Smith as Police Magistrate in July, 1902 (Rev. Li Ngau). Mr. Bowley, Crown Solicitor, argued the case on behalf of the Crown. In the depositions put forward by Mr. Bowley, foreshore island—earth has not technical meaning—earth includes all soil—earth means disintegrated stone—cutting earth is not only soil or mold—earth, turf and stones covers all materials—Chambers Dictionary—Websters Dictionary—Maxwell on Statutes p. 459, 3rd Edition, "associated words understood in a common sense," p. 461, "Sand is a species of earth." Mr. Sercombe Smith convicted the defendant and fined him \$20 or 1 month hard labour.

Mr. Stevenson also referred me to Section 100 of the Ordinance. That is the Section which refers to the materials to be used in bonding walls. The words "Sand" and "Earth" are both to be found in the Section. I am of opinion that it was not the intention of the Legislature to differentiate between the two words. The exact ingredients to be used are set out in order to bind down the Contractor.

Mr. Stevenson also referred me to Section 111 of the ordinance. That is the Section which refers to the concreting of Ground Surfaces. In this Section the word "Sand" is to be found. Here again the exact ingredients to be used are set out in order to bind down the contractor.

Numerous dictionaries were produced by both parties. All these dictionaries I have consulted. I am of opinion that the Legislature never intended that a highly technical meaning should be applied to the word "Earth" in this section.

In Ogilvie's Dictionary I find the following definitions with respect to the word "Earth,"—"the loose particles of inorganic matter on the surface of the globe," "dry land opposed to the sea," "the ground," "the surface of the globe."

The statement by Mr. Bowley to Mr. Sercombe Smith that "Sand is a species of earth" is in my opinion a complete answer to this question.

I order the defendant to pay a fine of \$20 or one month's hard labour. Sergeant Thompson proved the charge whilst the case for the prosecution was conducted by Inspector Kerr.

HOME FOOTBALL.

Following are the results of the League matches played on October 4:—

First League.

Blackburn R. 3, Derby County 1.
Bolton 3, Newcastle United 1.
Sheffield United 2, Sunderland 1.
Oldham, 1, Burnley 1.
Chelsea 2, Preston N.E. 0.
West Bromwich 1, Aston Villa 0.
Everton 2, Middlesbrough 0.
Manchester United 3, Spurs 1.
Bradford City 3, Manchester City 2.
Sheffield Wednesday 4, Liverpool 1.

Second League.

Blackpool 2, Lincoln 1.
Notts Forest 1, Huddersfield Town 1.
Birmingham 1, Hull City 1.
Fulham 3, Stockport 1.
Clapton 1, Notts County 0.
Grimsby 1, Barnsley 1.
Glossop 2, Bradford 1.
Bury 1, Woolwich Arsenal 0.
Leeds City 2, Leicester Fosse 1.
Bristol City 0, Wolverhampton 0.

Southern League.

Northampton 2, Brighton 0.
Southampton 3, Merthyr 0.
Swindon 1, Palace 0.
Portsmouth 1, Gillingham 0.
Exeter 1, Watford 0.
Plymouth 3, West Ham 0.
Coventry City 2, Cardiff City 2.
Norwich City 2, Millwall 2.
Reading 2, Bristol Rovers 1.
Queen's Park R. 2, Southend 1.

CHRISTMAS SALE.

Pretty Display in the City Hall.

The annual Christmas Sale in aid of the Aile de la Sainte Eufance under the patronage of H. E. the Officer Administering the Government took place this afternoon at the City Hall, Mrs. Kelly, wife of H. E. Major General Kelly performing the opening ceremony. The sale was interesting not only on account of the excellence of the goods to be sold, but also by reason of the fact that the dainty needlework was the work of the orphans.

The ladies in charge of the Stalls were:—

1. Mrs. Mainland, Mrs. Hunter, Mrs. Chubbill, Miss Humphreys, the Misses Gordon.
2. Mrs. Tomes, Mrs. R. Hancock, Mrs. James, Mrs. Hastings, Mrs. Gregory, Mrs. Layton and Mrs. Butler.
3. French Stall:—Mesdemoiselles French, Mrs. Bridon, Mme. Courmont, and Mrs. Tisdall.
4. Mrs. Lammert, Mrs. H. A. Lammert, Miss Shaw, Mrs. Goldsmith, Mrs. E. Chapman.
5. Mrs. Lamb, Mrs. Byrne, Miss Bragg.
6. Miss Wallace, Mrs. Holyoak, Mrs. A. Chapman, Mrs. Evans-Jones, Mrs. Friederichs, Mrs. Jackson, Miss Bird.
7. Miss Bell, Mrs. Irwin, Mrs. McKenny, Mrs. Hunt, Mrs. Black.
8. Miss Bird, Mrs. Sanders, Mrs. Newall, Mrs. Master, Mrs. Reader Harris, Mrs. Henkyn.
9. Mrs. Worcester, Mrs. Hickman, Mrs. Taylor, Miss Rowe.
10. German:—Mrs. Hooch, Mrs. Van Weel, Mrs. Barblinger, Mrs. Kohler.
11. American:—Mrs. Bolles, Miss Bolles, Mrs. Carleton, Mrs. Sawyer.

Refreshments:—Mrs. Landale, Miss Kelly, the Misses Tomes, Mrs. L. J. Miss Millinchie, Fraulain Schonebeck, Mrs. Bowley, Mrs. Currie, Mrs. Pamfrett.

Toys:—Mrs. Smith, Mrs. Pearce, Mrs. Wright, Miss Everingham.

LEGISLATIVE COUNCIL.

Debate on the Estimates.

Yesterday afternoon after we had gone to press, the Hon. Colonial Secretary, in Legislative Council, moved the second reading of the bill entitled "An Ordinance to apply a sum not exceeding eight million eight hundred and ninety six thousand, eight hundred and seventy six dollars to the Public Service for the year 1914." In doing so he called attention to an amended draft of estimates that had just been laid on the table, containing one or two alterations, and making certain allocations clearer.

The Hon. Mr. E. A. Hewitt, speaking on behalf of the Unofficial members, dealing with the question of Optum said that in connection with revenue there was an increase of 14 millions, of which 13 lakhs are the estimated profit of the new opium monopoly. The gross revenue therefore stands at about 9½ millions. This, of course, for the moment was very satisfactory, but knowing as they did the trend of public feeling at Home, and guessing as they might the probable policy of the Home Government, they could not look upon this very valuable source of revenue derived from the opium trade as permanent income, and must be prepared at very short notice to forego this altogether. That being so, it was necessary to husband resources.

Among other items he drew attention to the letting of the old Post Office as follows:—

I think that we had occasion to criticise—if it was not done in the Legislative Council it was certainly done elsewhere—the manner in which the old Post Office was rented for two years to a Chinese who was able to reap a very large profit because his tender was accepted. And that brings up the question of letting out work and being rigidly guided by tender. It is usual amongst business people when calling for tenders to announce that "the highest or any tender need not necessarily be accepted," but the Government apparently, I presume, are required by regulations to accept a tender. The rent for the old Post Office is absolutely ridiculous, and should never have been accepted.

Recognition to Mr. Alabaster. Coming to the judicial and legal department, he said the Unofficial Members thought that a substantial recognition should be given to Mr. Alabaster for the compilation of his very valuable work, in the form of a testimonial or a fee. He was of the opinion that Mr. Alabaster should receive not less than £500 sterling and that would be a very small amount to pay for such valuable work.

Another point to which I wish to refer, said Mr. Hewitt, is that of the nurses in the Government hospitals. It is generally admitted that where possible trained nurses should be substituted for the old-fashioned hospital attendant, generally a man, and often an entirely untrained one, with which we had to satisfy ourselves, even a few years ago. This policy has been endorsed by successive Secretaries of State and encouragement has been given by the Colonial Office for some years past to extend the use of trained nurses in our hospitals abroad. In view of the number of hospitals now in existence in the Colony, the number of nurses at present engaged by the local Government seems to be altogether inadequate. The result of working short-handed is that the nurses are often subjected to an undue strain owing to long hours, having to attend to too large a number of patients at one time and with entirely too little opportunity for the rest and recreation which is so necessary to women engaged in so arduous and important a profession, while we understand it is not infrequently the case that a nurse engaged in maternity cases has at the same time to attend to other patients. The matter has recently been much discussed in private circles and the unofficial members are aware that considerable feeling is felt in certain quarters that whatever may be happening in other departments of the Government service, here

at all events there is reason to believe we are very short-handed. We understand that some representation has been made on the subject, but what form it actually took we are not sure. The question, however, appears to us to be one of great moment seriously affecting or which may seriously affect, any one in the Colony. In order to satisfy the community that matters in this direction are on a proper footing, we would ask that a small Committee be formed of, say, five Justices of the Peace to go into the whole question as to the supply of nurses in the Government hospitals, their pay, allowances and all other kindred questions relating to the efficiency of this branch of our public service. The unofficial members press this point very strongly, and trust that your Excellency will see your way to agree to our request. If not, we would ask that these remarks, which are fully endorsed by all my colleagues, be forwarded to the Secretary of State for the Colonies, as we believe that such an enquiry as we suggest will show that there is need for a change in our nursing system.

Public Works.

Now, we come to Public Works he continued. That department, as we all know, the largest spending department in the Colony, the expenditure being 287 per cent. of our total revenue. Here again there has been a great increase in salaries, somewhere about \$50,000. I will take a few items I wish specially to refer to first, and then say what I have to say on the department generally at the end. I have already referred to the cost of building quarters for subordinate officials, which, as matters now go, is unquestionably a sound step to take in the interests of the Government and the Civil Service generally. On page 92 there is a vote of \$100,000 for a wireless station. This, as your Excellency is aware, is a matter to which we have given considerable attention for some years past—ever since we found how efficiently a wireless station could be worked—and we very much regret, and are very much disappointed, that another year has been allowed to pass without any use being made of that vote. It was taken out of the 1913 estimates, and again appears in 1914. We trust that you are in a position to give us some assurance that we will not have to pass another typhoon season without this valuable protection to life and property being installed. The correspondence between the Government and the Chamber of Commerce was published in the papers this morning, and I am only sorry I cannot endorse the remark of the Colonial Secretary that "there will be no undue delay in carrying out the work." As long ago as last December the matter was put in hand at Home.

Gaol Extension.

The question of gaol extension was an old question, and it was perhaps almost too late to speak of the removal of the Gaol. Still, the question needed the serious consideration of the Government and the removal of the site to the outskirts or Kowloon would be far better than allowing the present building to exist in a badly overcrowded state. The site of the old goal would prove very valuable to the Government.

Then there was the Tatum reservoir scheme. The original estimate was a little over \$2,000,000. It had now been increased by very nearly four lakhs, making \$2,400,000. The sum spent on this work last year was disappointingly small, and only \$400,000 is put down to be spent this year. They did not feel satisfied in their own minds that this work could not be pushed on more quickly. Only a few years ago they suffered from a serious water famine, and they thought that no steps should be omitted in pushing forward the completion of this work at the earliest possible moment. They would also be glad to know when a commencement will be made collecting water for this reservoir, because once completed it would take many years to fill. The question specially referred to by His Excellency a fortnight ago was the cost of this work. "It certainly appeared to us—I would not say surprising, because, speaking for myself, I am not surprised at anything

which appears in Government estimates—strange that the cost of resumption of the village and cultivated land was omitted. I have referred over and over again to the happy-go-lucky manner in which estimates for public works are yet drawn up, and this is more instance. As I said on a previous occasion, if anyone carried on work as this section of Government work is carried on they would inevitably be in the Bankruptcy Court before very long. They would be glad to have some assurance that within the next twelve months they would see Mongkokui completed. Maybe extra means had to be found for making the area safer than it was at present, but they would like to know that the original scheme would be completed some time in 1914.

Concluding, the Hon. Mr. Hewitt criticised the Public Works Department in the following terms.

There was another interesting little work I saw on the table the other day: the Report of the Director of Public Works for last year. In that document I came across the astonishing statement that the roads were maintained in good order throughout the year. I don't think there is anyone outside, certainly no one outside the Government offices, who has the temerity to say so. The roads are not well maintained. In parts they are a disgrace to any place that calls itself civilised, and in wet weather they are almost impassable. It is now about two years since experiments in tar macadam were made. I see that tar macadam has been in force in Europe and America for a great number of years.

Speaking generally of public works, I can only repeat what I have said on more than one occasion in this Council. The view we take is that the work is far from satisfactory. I know what I say on the subject will fall more or less on deaf ears, will be received with scant consideration and less sympathy, and will probably be forgotten before we leave this room, but I can assure your Excellency that after many years' experience in the Colony, and after watching the growth of the Colony, not only the unofficial members but the general public hold the opinion that there is room for radical reform. We have an opportunity only once a year of criticising the work of Government officials, when the hon. gentleman opposite (the Director of Public Works) favours us with some remarks which are neither convincing nor satisfactory and the department goes on in some old slipshod, happy-go-lucky way.

I cannot too strongly impress upon your Excellency—and in speaking as I am doing now I am speaking with the whole Colony at my back—there is no doubt about that—the necessity for improving the unsatisfactory work of this department. More use should be made of the Public Works Committees. That is formed of experienced business men who have had a great deal of practical experience, not only in Hongkong but elsewhere. That brings me to the delay of many public works of which I have spoken. There is the erection of the wireless station. I admit that that is not the fault of the local Government. Still that work should be carried out at once. We are called upon to spend large sums for the Tatum reservoir. Certain works recommended by the Sanitary Board could not be proceeded with because we had not sufficient funds to carry them out, and there is still a large sum to be spent on the typhoon refuge.

I consider it would be cheaper if a great deal of this work was carried on and paid for by short loans raised for five or seven years by the Government. It would be better to press promptly instead of dawdling along. With regard to the Post Office, all I have to say is that the irregular manner in which the Siberian mail arrives is really unsatisfactory. I don't know exactly where the fault lies, but I trust that the matter having been referred to here, the Government will again make representations to the Secretary of State, calling attention to the improvement which might and ought to be made to this service. With regard to the Kowloon-Canton railway, the accounts put before us

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are satisfactory, and I trust they will prove even more so. I hope that here again the Government will make representations to the proper quarter urging on the construction of the line to Wuchang, because until we are linked up with Central Asia our line cannot be expected to pay.

The Hon. Mr. Shollin drew attention to the fact that the vote of \$2000 passed for provision of bathing facilities had not been utilised. The expenditure of the Tramway Company had been an unqualified success and he suggested that the Government should have the beaches improved, the rocks removed and a mat-shed erected as a shelter against rain.

The outstanding feature of the Hon. Mr. D. Landale's speech was the reference to raising short loans for public works.

In opening, however, he drew attention to the Public Works Committee, to which he had been appointed on taking a seat on the Council. As far as he knew, it had rarely, if ever, met and it had never been consulted regarding the very large expenditure on public works which were proposed by the budget.

After remarking that the centre of the town was no place for a gaol, and suggesting its removal to the outskirts or Kowloon, the hon. member said:—

The question of raising loans for the Public Works Department has also been mentioned by the hon. member of the Chamber of Commerce. I am very strongly of opinion that this is the only fair and business-like way of financing the many works which are contemplated in this Budget, such as the wireless telegraphy installation, which I am sure will be very shortly commenced, the gaol extension, the waterworks, and the typhoon refuge. If this method of financing these works were adopted, we should be in a very much better position. It would hardly have been necessary to levy the liquor taxes at all. I always understood that they were originally levied in order to replace the opium revenue, which we suppose will shortly be lost to the Colony. We would have sufficient money to re-pave the roads which are open to

wheel traffic. I do not think that anybody who drives on these roads can agree with the Director of Public Works that they are in a satisfactory condition. You have only to drive on them to find that that is not so. In Hongkong the heavy carts seem to think that the tramway tracks were laid especially for them. The motor-car has to wend its way through this slow traffic and the drivers are very apt to be blamed for any accident that might take place. We should have had enough money to colourwash the interior of Mountain Lodge, and we should not be in the painful position of seeing our Governor living in a

(Continued on page 10)

To-day's Advertisement

THE ROYAL MAIL STEAM POCKET COMPANY.

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From PORTLAND, SEATTLE AND JAPAN.

The above steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo impeding discharge or remaining on board after 3 p.m., 23rd inst. will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No claim will be recognised after the goods have left the steamer or Godowns and all goods remaining undelivered on 29th inst at 6 p.m. will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held at Kowloon Godowns on 29th inst. at 9.30 a.m. All Claims must be presented on or before 2nd November otherwise they will not be recognised.

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CANTON-MACAO LINE.

S.S. Hoi-Sang 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam," 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linan," and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination. Steamers Sailing Date

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said. Kamo Maru, Capt. Kawa T. 16,000, WEDNES., 5th Nov. at d'light. Kashima Maru, Capt. M. Yagi T. 20,000, WEDNES., 19th Nov. at d'light.

VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama. Shidzuoka Maru, Capt. Irizawa T. 12,500, TUES., 4th Nov. at noon. Tamba Maru, Capt. J. Teranaka T. 12,500, TUESDAY, 18th Nov. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane. Nikko Maru, Capt. Takoda T. 9,600, WEDNESDAY 19th Nov. at noon.

CALCUTTA, via Singapore, Penang, and Rangoon. Kanagawa Maru, Capt. Maehida T. 12,500, TUESDAY, 4th Nov.

BOMBAY, via Singapore and Colombo. Penang Maru, Capt. Murazumi T. 12,000, TUESDAY, 28th Oct.

KOBE & Yokohama. Kaga Maru, Capt. T. Sokine T. 12,500, THURS., 6th Nov. at 11 a.m.

KOGASAKI, Kobe, & Yokohama. Kumano Maru, Capt. M. Winkler T. 9,300, WEDNESDAY, 19th Nov. at 4 a.m.

SHANGHAI, Moji, and Kobe. Bombay Maru, Capt. Tozawa T. 6,000, SATURDAY, 1st Nov.

SHANGHAI, Kobe, & Yokohama. Colombo Maru, Capt. Kawashima T. 6,000, MONDAY, 27th October.

Cargo only. Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru 16,000 tons sails Wednesday 28th January.

Kitano " 15,000 " " 11th February.

Iyo " 12,500 " " 25th ".

Hirano " 16,000 " " 11th March.

Katori " 20,000 " " 25th ".

Kamo " 16,000 " " 8th April.

Kashima " 20,000 " " 22nd ".

FOR AMERICA.

Shidzuoka Maru 12,500 tons sails Tuesday 27th January.

Tamba " 12,500 " " 10th February.

Aki " 12,500 " " 24th ".

Sado " 12,500 " " 10th March.

Yokohama " 12,500 " " 24th ".

Awa " 12,500 " " 7th April.

Shidzuoka " 12,500 " " 21st ".

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI, Luchow, To-day at 4 p.m.

SWATOW, WEIHAWEI, Huichow, 24th Oct. at 10 a.m.

CHEFOO & TIEN-TSIN, Huichow, 24th Oct. at 10 a.m.

SHANGHAI, TSINGTAU, Kiu-kiang, 25th Oct. at 4 p.m.

AND NEOWHANG, Yingchow, 25th Oct. at night.

SHANGHAI, CEBU & ISOLO, Tean, 28th Oct. at 4 p.m.

CHINWANGTAO, Wuhu, 29th Oct. at 4 p.m.

SHANGHAI, Anhui, 30th Oct. at 4 p.m.

NINGPO & SHANGHAI, Kalgan, 31st Oct. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

"MANILA LINE," Twin Screw Steamers "Chinua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

"SHANGHAI LINE," The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

Reduced Fares:—Single \$40. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 23rd Oct. 1913.

RUSSIAN VOLUNTEER FLEET.

Time-Table of Sailings up to the end of 1913.

Steamers' name and G. R. Tonnage

When the steamer sailed or when expected to leave Hong Kong (ABOUT)

When the steamer may be expected to arrive at Hongkong (ABOUT)

NOVGOROD, 3500, 15th September, 25th October

TAMBOV, 4441, 30th September, 25th November

PERM, 4149, 14th October, 24th November

KOURSK, 5792, 23rd October, 3rd December

N.B.—The exact date of arrival of the Homeward Steamers will be published after receipt of sailing telegram from the last port of call under the column "Notice to Shippers."

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent, Hotel Mansions, 3rd Floor, Tel. No. 1284.

Hongkong, 14th Oct. 1913.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.



Steamship T. Captains For Sailing date.

Zaireo, 4000 F. S. McMurray, Manila Mangarin, Cebu and Iloilo, FRIDAY, 24th Oct., 4 p.m.

Rubi, 4000 J. Miller, Manila Mangarin, Cebu and Iloilo, THUR., 13th Nov. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 20 Oct. 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer From Expected on or about For Will leave on or about

Tjibodas, SHAI, 2nd half Oct., JAVA, 2nd half Oct.

Tjitaroen, JAVA, 1st half Nov., JAPAN, 1st half Nov.

Tjimanoeck, JAPAN, 1st half Nov., SHAI, 1st half Nov.

Tjikini, SHAI, 1st half Nov., JAVA, 1st half Nov.

Tjipanas, SHAI, 1st half Nov., JAPAN, 1st half Nov.

Tjilatjap, JAPAN, 2nd half Nov., SHAI, 2nd half Nov.

Tjimahi, JAPAN, 2nd half Nov., JAPAN, 2nd half Nov.

Tjililong, JAPAN, 2nd half Nov., SHAI, 2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

(JAVA-CHINA-JAPAN LIJN.

York Building, 115

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Pacific Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of Sailing

S.S. Nippon Maru, 11,000, A. G. Stevens, Nov. 5, at noon.

S.S. Tenyo Maru, 22,000, E. Bent, Nov. 11, ".

S.S. Hongkong Maru, 11,000, S. Togo, Nov. 28, ".

S.S. Shinyo Maru, 22,000, H. S. Smith, Dec. 4, ".

S.S. Chiyo Maru, 22,000, W. W. Greene, Dec. 22, ".

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu on Wednesday 5th November, at noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers Tons Date of Sailing

Anyo Maru, 18,500, Wednesday Dec. 3, Noon

Kiyo Maru, 17,200, Thurs., Feb. 5, 1914 at noon

For Further Particulars as to Passage Freight, apply to

S. MORIMOTO, Agent,

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia, Manchuria, Korea, Siberia

27,000 tons, twin screws, 27,000 tons twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws

Also NILE, 27,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (Via Island Sea), Yokohama, and Honolulu (The Pacific of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels' Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London, Single, 2 p.m. 6 Months Return, £110

Intermediate to San Francisco, Single, 5 " " " " £50

Return portion of round trip tickets, as above, available for "Passage Via C.P.R. from Vancouver (if desired). Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer: Manchuria, 27,000 Tons, Sailing Oct. 21 at 1 p.m.

Passenger holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Hongkong—Manila Service.

From HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Oct. 28 NILE Oct. 30 Oct. 30 MONGOLIA Nov. 1

Intermediate Steamers.

King's Building (opp. Blake Pier). R. C. MORTON, Telephone No. 141

Hongkong, 20th January, 1914.

Trans-Pacific International Exposition—San Francisco—1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships Captain Leaving.

Hiayang, A. E. Hodgins, FRIDAY, 31st Oct., at 11 a.m.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination	Steamship	Date	Time
CHINWANTAO	Hopsang	Sat.	25th Oct. at 4 p.m.
SANDAKAN	Mausang	Sat.	25th Oct. at noon
MANILA	Loongsang	Sat.	25th Oct. at 2 p.m.
YHAMA, Kobe & Moji	Kumsang	Mon.	27th Oct. at 4 p.m.
S'PORE, Pang & Ocutta	Namsang	Tues.	28th Oct. at noon
SHANGHAI via Ningpo	Choyang	Tues.	28th Oct. at 4 p.m.
TIENSIN via Weihaiwei	Choyang	Tues.	28th Oct. at 4 p.m.
S'PORE & Sourabaya	Choyang	Thurs.	30th Oct. at 2 p.m.
S'PORE, Pang & Ocutta	Yatsang	Sat.	1st Nov. at noon
MANILA	Yensang	Sat.	1st Nov. at 2 p.m.

Return Tours To Japan (Occupying 24 days)

The steamers "Kumsang," "Namsang," and "Fookang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang," "Kumsang," "Lovat," "Yatsang," and "Sutsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

A duly qualified surgeon is also carried.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat Lahad, Datu, Simporna, Tawao, Usutan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

Destination	Steamship	Date	Time
LONDON & ANTWERP	Vestalia	25th Oct.	
LONDON, ROTTERDAM, AND ANTWERP	Den of Ruthven	10th Nov.	
LONDON & ANTWERP	Denbighshire	20th Nov.	

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA & PLYMOUTH

TACOMA & PLYMOUTH

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Public Auction

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER.

THE Undersigned has received instructions from C. W. Beawick Esq., to sell by Public Auction, on

WEDNESDAY,
the 29th October, 1913, commencing at 10.30 a.m. at his residence No. 8 Mountain View (at The Peak.)
The Whole of His Valuable Household Furniture.

Comprising:—
CHESTERFIELD SOFA and EASY CHAIRS, TEAK MUSIC CABINET and OVERMANTEL, UPHOLSTERED PIANO SEAT, BLACKWOOD FLOWER STANDS and TABLE, TIENTSIN CARPETS and WHITE LACE CURTAINS, etc., etc.
Handsome (Unstained) TEAK SIDEBOARD, DINING TABLE, CHAIRS and DINNER WAGON, TEAK WRITING TABLE and HALLSTAND, etc., etc.
DOUBLE BRASS BEDSTEAD, FINE TEAK BEDROOM SUITE (Unstained) TEAK TOILET TABLE and WASHSTAND, SHANGHAI BATH TUBS, etc., etc.
N.B.—Most of the above made by WM. POWELL & Co.
On view from TUESDAY the 28th October.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

A Collection of China and Curios lately arrived from the North.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY,
the 29th October, 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell St.
A COLLECTION OF CHINA IN 5-COLOURED, BLUE and WHITE, etc., etc., comprising:—

5-COLOURED VASES, FIGURES, PLATES, BLUE and WHITE VASES, PLATES, INCENSE BURNERS and PLACQUES, CRYSTAL and AGATE ORNAMENTS, SNUFF BOTTLES, etc., etc.
From Towk wong to Sung dynasties.

An inspection is invited.
On view from Tuesday, the 28th October.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,
October, 30, 1913 commencing at 11 a.m. at No. 1 Reclamation Street, Yau-mat.

AQUANTY OF MACHINERY, etc., etc.

comprising:—CLYDE DONKEY FEED PUMP with CYLINDERS 5" x 9" Diameter and stroke 8"

24" CENTRIFUGAL PUMPS and ENGINES 2 STEAM WINDLASSES (complete) CYLINDERS IRON CASTINGS for 2 LTEAM WINDLASSES VERTICAL SINGLE CRANK TANDEM ENGINE 1 HORIZONTAL STEAM ENGINE with REVERSING GEAR and FLY WHEEL, cylinder 5" 1 VERTICAL BOILER 5' diameter and 10' height with FEED PUMP 1 HORIZONTAL TUBULAR BOILER 5' 6" diameter and 6' length 2 DOUBLE GEARED CAPSTANS

also 1 SET 2 TON CHAIN BLOCKS, SHAPING, OLD CYLINDERS, OLD IRON, etc., etc.

To be sold at a later date if not sold by private treaty in the meanwhile.

1 SET VERTICAL MARINE ENGINES with 3 cylinders of 15", 24" and 40" diameters, WITH CONDENSER and PUMPS COMPLETE. Also 3 BILGE DISCHARGING BOXES, 1 REDUCING and 2 DISCHARGE VALVES, 1 STEAM DISTRIBUTING VALVE, CHEST with VALVES, 1 MAIN INJECTION VALVE, etc., used w. the above engine.

On view how
Terms:—Cash on delivery
GEO. P. LAMMERT,
Auctioneer.

Don't forget after the Show Supper and Light Refreshments
ALEXANDER CAFE
Open till Midnight.

Consignees

FROM EUROPE.

THE H.A.L. Steamship
"SEGOVIA."

Captain F. Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex.s.s. "Bydo" from Christiania
"Hisericks" from Stettin
"Kong Ring" from Christiania
"Germania" from Göteborg
"Bareac" from Bordeaux
"Jelo" from Drammen

HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 22nd Oct., 1913. 981

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

as "NILE"
FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board WEDNESDAY Oct. 22nd, 1913 at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered TUESDAY Oct. 28th 1913 at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed, and otherwise damaged cargo will be examined at the above company's godown MONDAY, October 27th 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before November 21st, 1913 otherwise they will not be recognized.
R. C. MORTON.
Hongkong, 21st Oct., 1913. 970

From EUROPE

THE H. A. L. Steamship
"SAMBIA."

Captain W. Hesselmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 22nd Oct., 1913. 980

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES
The Steamship
"BENMOHR"

From ANTWERP, MIDDLESBRO', LONDON and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 4th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
G. H. J. NIGTON & CO.
Agents.
Hongkong, 21st Oct., 1913. 973

FROM EUROPE

THE H.A.L. chartered Steamship
"ALBANA."

Capt. Evans, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex.s.s. "Siebeck" from Setubal
"Bydo" from Drammen
"Germania" from Göteborg
H.A. HUBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, 20th Oct., 1913. 969

NOTICE TO CONSIGNEES.

as "ERNEST SIMONS."
COMPAGNIE DES MAS-
SAGERIES MARITIMES

NOTICE

Consignees of Cargo from London ex.s.s. "Medoc" and "Normand" Consignees of Cargo from Bordeaux ex.s.s. "Cambrilla" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and all Goods remaining undelivered after 28th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst. or they will not be recognized.

All damaged packages will be examined on TUESDAY the 28th inst. at 10 a.m.

No Fire Insurance has been effected.

S. O. DE BUSSIERRE,
Acting Agent.
Hongkong, 21st Oct., 1913. 979

Entertainments

VICTORIA THEATRE.

TREMENDOUS SUCCESS OF THE GREAT

DE. VILLIERS

BEST SEEN IN HONGKONG

CHANGE OF PROGRAMME ON

FRIDAY, 24th October

NEW TRICKS & ILLUSIONS

Late car to Peak 15 minutes

after performance

Booking at MOUTRIE'S.

BIJOU SCENIC THEATRE.

"THE RAGGEDY TWO"

CARLYN PHILLIPS IN NEW SONGS & DANCES VIOLET EBLE

FOR THREE NIGHTS ONLY

22nd, 23rd and 24th

Little So and So,

Length 2,600 Feet.

THEATRE ROYAL.

THE HONGKONG MUMMERS

An Elaborate Production of Shakespear's Irresponsible Comedy

"TWELFTH NIGHT"

(IN A NEW WAY)

In aid of the following Charities

THE DIOCESAN GIRL'S SCHOOL BUILDING FUND

THE BLIND HOME

THE Y.W.C.A. HOSTEL

THE SOCIETY OF ST. VINCENT DE PAUL

First Amateur Shakespearian Production in the Far East.

OCTOBER 25TH, 28TH AND 30TH.

AND

LAST PERFORMANCE

SATURDAY, NOVEMBER 1st at 9.15 p.m.

MATINEE for Children & Students

WEDNESDAY, October 29th at 4.30 p.m. \$1.50 & \$1.00

Booking at Moutrie's from October 20th.

LAST PERFORMANCE

SATURDAY, November 1st at 9.15 p.m.

\$3.00 & \$2.00 Seats can be reserved at MOUTRIE'S

from MONDAY, 20th October

Consignee

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the hazardous and

extra-hazardous Godowns of the

Hongkong & Kowloon Wharf &

Godown Company, Limited, at

Kowloon, whence delivery may be

obtained immediately after landing.

Optional Cargo will be carried

on unless intimation is received

from the Consignees before

NOON TO-DAY requesting it to

be landed here.

Bills of Lading will be counter-

signed by the Undersigned, and

all Goods remaining undelivered

after 28th inst. at Noon will be

subject to rent and landing charges.

All claims must be sent in to

me on or before the 30th inst. or

they will not be recognized.

All damaged packages will be

examined on TUESDAY the 28th

inst. at 10 a.m.

No Fire Insurance has been

effected.

S. O. DE BUSSIERRE,
Acting Agent.
Hongkong, 21st Oct., 1913. 978

Consignee

INDO-CHINA STEAM NAVI-

GATION CO., LTD.

FROM CALCUTTA, PENANG

AND SINGAPORE.

THE Company's Steamship

"KUTSANG."

having arrived from the above

Ports Consignees of cargo by her

are hereby informed that their

goods will be delivered from

alongside.

Cargo impeding the discharge

or remaining on board after 4 p.m.

the 21st inst. will be landed at

Consignee's risk and expense.

No Fire Insurance will be

effected.

Bills of Lading will be counter-

signed by:—

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 21st Oct., 1913. 971

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong

For BALTIMORE and

NEW YORK.

s.s. "Suruga" on or about

15th Nov.

For Freight and further in-

formation apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 21st Oct., 1913. 977

Notices

PIANOS
FOR HIRE

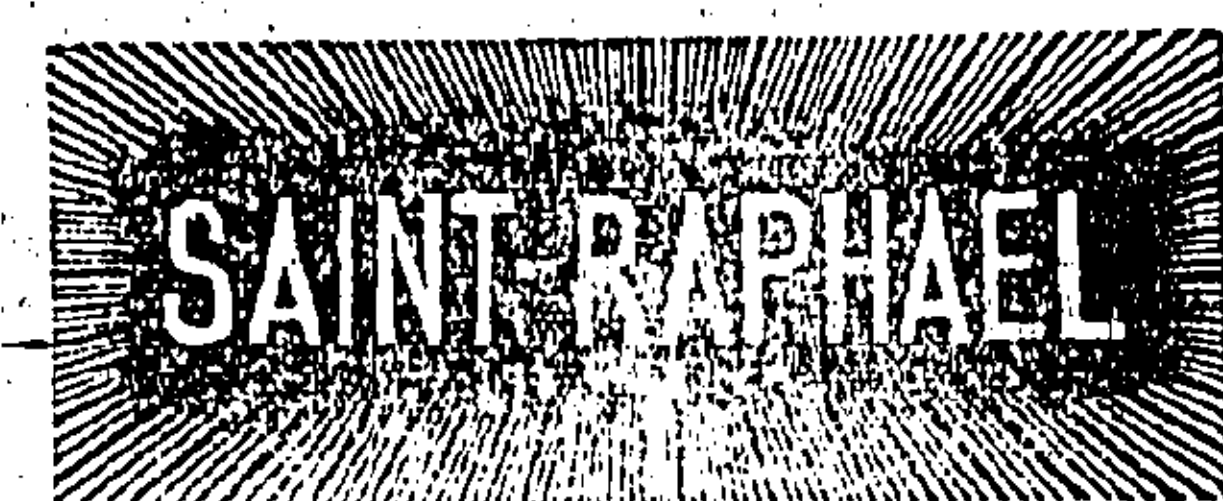
AT

\$10.

PER MONTH.

FINEST EUROPEAN MAKES.

ROBINSONS



TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALBECK MACGREGOR & Co., Hongkong.

To Sail

THE AMERICAN & MAN-
CHURIAN LINE.

(Bucknall Steamship Lines Ltd.)

THE Steamship

"DENBIGH HALL."

Captain Laidlay, will be despatched from Hongkong on the 7th

November for

BOSTON & NEW YORK

(With Liberty to call at the Malabar Coast.)

For freight and further particulars apply to—

The Bank Line Ltd.

Agents.

Hongkong, 15th Oct., 1913. 959

To Sail

AMERICAN AND ORIENTAL
LINE.

(Andrew Weir & Co's Steamers.)

THE Steamship

"POLERIC."

Captain James Dye, will be despatched from Hongkong on 28th

October for

BOSTON & NEW YORK

(with liberty to call at the Malabar Coast.)

Commercial

THE SHANGHAI MONEY MARKET.

The North China Daily News of October 18 says:—A decided slackness of business was the feature of the week; very little is doing either in imports or for exports. The tightness of money, has largely contributed to this. Although the political situation is clearing, confidence enough to permit of a free flow of commerce still remains to be restored in the country. In certain classes of goods, clearances are satisfactory, although on the whole there is a slight falling off on the total of last week. The stock in the hands of local dealers is being liquidated rather slowly at the moment. The stock of silver in the banks is composed of Tls. 44,830,000, \$13,800,000 and 2,829 bars; of this total the native banks, including the Bank of China and the Commercial Bank of China, hold Tls. 1,700,000 and \$5,310,000.

Exchange and Bullion. Business during the week ended October 17 has been extremely dull. Exchange continues to be below parity, and the rates have been moving up or down with silver. There was a small amount of demand every day; otherwise very little was doing in the market. The rates closed last week with T. T. at 2s. 8 1/2. During the week T. T. moved up to 2s. 9 1/2, and closed at 2s. 8 7/8. During the last three days of the week the market has been steady in the absence of business.

The market for silver has remained particularly dull during this period. With small stocks and speculators out of the market to all intents and purposes, the market in Bombay is extremely dull. The stocks in London also are diminishing, but the buyers or prospective buyers are evidently giving the market a rest; hence that market also is dull. Closing last week in London at 28 1/8, silver moved up to 28 1/2 for cash. It came down 1/16, two days ago and closed at 28 1/8 for cash. At the moment the market is decidedly dull.

Yarn. Extremely little has been done in this commodity during the week. There has been practically no first hand business in Indian yarn, although middlemen are reported to have sold a fair quantity. The market for Japanese yarn is also dull.

The local mill yarn has not had a very active week. Business during the week was in about 1,500 bales, about 1,000 bales of No. 10s, having been sold for Tls. 105 1/2.

Rubber Auction Sale. London, September 26. At the final sales of the fortnightly rubber auctions to Mining-lots yesterday the demand was quieter and prices declined, creeps being about 1/2d. cheaper and sheet about 1d. lower. Smoked sheet sold down to 2s. 4 1/4 for good ribbed, and good pale crepe at 2s. 1 1/2d., but towards the close of the day there was a slight recovery. One feature of the sales has been the very good prices obtained for light and good clean brown creeps. On balance, there is a depreciation in values of about 3d. compared with the values at the preceding auctions.

Malay smoked sheet realized 2s. 4 3/4d. to 2s. 5 3/4d., mouldy and slightly mouldy, 1s. 11 1/2d. to 2s. 1 3/4d.; unsmoked sheet, slightly mouldy, 2s. 0 1/4d. to 2s. 1 1/2d.; pale and palish crepe, 2s. to 2s. 1 3/4d.; light brown, 1s. 11 1/2d. to 2s. 0 1/2d.; brown, clean, 1s. 10d. to 2s.; dark and specky, 1s. 7 1/4d. to 1s. 9d.; inferior soft and pressed, 1s. 3d. to 1s. 6d.; fine thick gristly amber, 2s. 1d. to 2s. 1 1/2d.; light brown, 2s. 0 3/4d.; brown, thick, 1s. 11d. to 2s.; dark, thick, 1s. 7 1/2d. to 1s. 9 3/4d.; and scrap, 10 3/4d. to 1s. 2 1/2d.

Ceylon good sheets and biscuits made 2s. 4 1/4d. to 2s. 5d.; slightly mouldy, 2s. 1 1/4d. to 2s. 2d.; good smoked sheet, 2s. 4 3/4d.; pale and palish crepe, 2s. 0 1/2d. to 2s. 1 1/4d.; light brown, 2s. 1 1/4d. to 2s. 1 3/4d.; light brown, 2s. 0 1/4d. to 2s. 1 1/4d.; brown, clean, 1s. 9 1/2d. to 2s.; inferior thick, 1s. 6d. to 1s. 9 1/4d.; and scrap, 1s. to 1s. 1 1/2d.

The Share Market.

Except for the fluctuations in Langkats, the market has been particularly quiet during the week. It seems evident that speculation was the basis of the movement in Langkats prices; and the trend of the market before the publication of the next output is very uncertain. The undertone of cotton shares is decidedly firm, although business during the week in these shares has been limited. But the drop in Mid-American prices, if continued, may affect the market; the future of this market is very uncertain, but present indications are not toward strength. The tendency with regard to almost all other shares, except Frams, has been downward.

Cotton. Prices of Mid-Americans are beginning to weaken, as was only to be expected. According to recent telegrams the weather in the cotton belt has continued to be good, and the prospects are decidedly better than they were two weeks ago. The force of the bulls is also spent to a large extent. There is very limited trading in actual cotton, the demand being not so heavy as was expected in some quarters. The latest New York quotations after going down to 12.98 cents December and 12.78 cents January have moved up again to 13.40 cents December and 13.16 cents January. The latest Liverpool quotation has also moved up from 7.45d. to 7.50 1/2d. A telegram received yesterday, however, states that there is could wind and prospects are not bright once again.

Very little business is being done in local cotton, and the market has followed the trend of last week, in that prices are growing weaker day by day. The high exchange precludes the possibility of a big export, while there is no real demand on account of the local mills being well supplied with the raw material. If prices have not gone down much lower, it is due to the fact that arrivals continue to be very poor, the farmers in the country being able to hold on to their stock in the expectation of much higher prices.

Public Companies

HONGKONG HOTEL COMPANY LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on Saturday, the twenty-fifth day of Oct. 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 14th day of October, 1913.

By order of the Board of Directors.

J. H. TAGGART,

Acting Secretary

Notice

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING OF MEMBERS will be held on WEDNESDAY, the 29th October Next, at 12 o'clock, noon, at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road. By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 15th Oct., 1913.

Notices

MALINI

THE GREAT MAGICIAN

WILL GIVE

TWO PERFORMANCES ONLY

AT

ST. ANDREW'S HALL

COMMENCING

9.30 P.M. SHARP

ON

THURSDAY, OCTOBER 30,

FRIDAY, OCTOBER 31.

ST. ANDREW'S HALL

on

Tuesday, November 4th, 1913

at

9 p.m.

Mr. KARL JUNKERMANN under whose direction all great artists of the musical and theatrical world without exception have appeared, to give pleasure in announcing the

ONLY CONCERT

given by

DORA von MOLLENDORFF

(Violin).

Kindly assisted by

Mr. E. DAUMBERG

(Piano).

Programme:—Composition by Bach, Couperin, Saint-Saëns, Vivaldi, Weinberger, etc. etc.

Seats \$3.00 at

S. Moutrie & Co., Ltd.



You have to use a microscope to see disease germs, but small as they are, they have deadly power.

CN THE POWERFUL DISINFECTANT

is a safeguard against them. Use a solution of CN—one tablespoonful to the gallon of water—for washing floors and woodwork, for flushing toilets and sinks, and for sprinkling on decaying matter. It will destroy germ life and make the home healthful.

"The Yellow Package with the Cable Top"

THE CHINA COMMERCIAL CO.

3, DUDDELL STREET.

UNIVERSITY OF HONGKONG

Matriculation Examination.

NOTICE is hereby given that

Matriculation Examinations will be held on the following dates:—

December 15th—20th 1913.

July—13th—18th 1914.

Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.

Examination Fee \$10.00 (Hongkong Currency).

Forms of Entry and all particulars may be obtained on application to

THE REGISTRAR, The University of Hongkong.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York

London Office: 55, Abchurch Lane, E.C. 4

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus: \$100,000,000

RESERVE FUND: \$100,000,000

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED for one year at 4 per cent, or for shorter periods, at rates, which may be negotiated on application.

LETTERS OF CREDIT and DRAFTS issued on all principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares.

TRAVELLERS' CHECKS sold and cashed.

9, Queen's Road, Hongkong, 1st Nov., 1912

19

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,500,000

Head Office:—YOKOHAMA.

Branches:—Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons, Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE:—LONDON.

Paid-up Capital: £1,200,000

Reserve Fund: £1,700,000

Proprietors: £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912.

Notice

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 A.M. Every 15 Min.

1.00 A.M. to 1.00 A.M. Every 15 Min.

1.00 A.M. to 1.00 A.M. Every 15 Min.

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1.00 A.M. to 1.00 A.M. Every 15 Min.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000

RESERVE FUNDS:

Sterling

\$1,300,000 at 2/-

\$15,000,000

Silver 17,450,000

\$32,450,000

Reserve Liability of Proprietors: \$15,000,000

COURT OF DIRECTORS.

S. H. Dodwell, Esq.,—Chairman.

Hon. Mr. D. Landale,—Deputy Chairman.

G. Friesland, Esq.

E. Goetz, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. H. Laurence, Esq.

W. L. Patterson, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shalim.

H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb.

MANAGER: Shanghai—A. G. Stephen.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up: Sh. Tael 7,500,000

Head Office:—Shanghai.

Board of Directors:—Berlin.

Branches:—Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London.

Direction der Disconto Gesellschaft.

Dresdener Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT, Manager.

Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital: £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserved Fund " 415,000

BANKERS: Bank of England.

London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE Cannot be beaten, if Equalled, For Bread, Cakes, Confectionery, made with Wines & Liqueurs.

Exchange

Oct. 23.

Selling.	T/T. Marks
T/T Shanghai 1/11 11/16	On Haiphong 1 1/4 pm.
T/T Singapore 84 3/8	On Saigon 1 1/4 pm.
Private 30 d/s sight Shanghai 73 1/2	On Bangkok 7 7/8
T/T Japan 96 1/2	Buying:
T/T India 147 1/2	4 m/s. L/C 2/- 1/2
T/T Bombay 147 1/2	4 m/s. D/P 2/- 5/8
Demand Bombay 147 1/2	6 m/s. L/C 2/- 11/16
T/T Calcutta 147 1/2	3 d/s. Sney & Melbourne 2/- 4/4
Demand Calcutta 147 1/2	30 d/s. San P'co & New York 49 1/2
Demand India 147 1/2	4 m/s. Marks 209
Demand Manila 97 1/4	4 m/s. France 257
T/T San P'co & New York 47 7/8	6 m/s. do 259
T/T Java 119 1/2	Bar Silver ready 28 3/16
	forward 28 1/16
	Gold Leaf per tael 52.80
	Bank of England rate 5 1/2
	Sovereign 10.05

Subsidiary Coins.	Opium Quotation.
Discount per \$100	Aug. 15.
Chinese .20 cts. pieces 89 1/4 %	Malwa, New\$3,350 perpic
Chinese .10 .. 85 5/8	Malwa, Old 3,500 "
Hongkong.20 .. 86 3/4	Patna, New 4,305 perche
Hongkong.10 .. 88 3/4	Patna, Old 4,250 "
	Benares, New 4,200 "
	Benares, Old 4,000 "

SHARE REPORT.

S-SELLERS SA-SALE B-BUYERS Oct. 23.

STOCKS & PAID UP VALUE. CLOSING QUOTES. DIVIDEND AND DATE.

HONGKONG & SHANGHAI \$125 \$790.8

MARINE INSURANCE \$50 345 b.

Cantons \$50 T137 b.

North China \$50 T137 b.

Unions \$100 \$795 b.

Yangtzes \$50 \$195

China Fires \$20 \$155 b.

Hongkong Fires \$50 \$375 b.

Chins & Manilas \$25 \$8 s.

Douglas Steamship \$50 \$53 1/2 s.

Steamboats \$15 \$28 1/2

Indo-Chinas (Preferred) \$25 \$89 b.

"Shell" Transports \$1 \$104/6

"Star Ferry" \$10 \$58 b.

REFINERIES.

China Sugars \$100 \$98 sa.

Luzon Sugars \$100 \$95 s.

MINING.

Chinese Engineerings \$1 32/6

Troughs \$1 46/3

Raubs \$1 33 1/4 b.

DOCKS, WHARVES, & GOWNS.

Kowloon Wharfs \$50 \$88 s.

H.K. & W'pos Docks \$50 \$79 s.

Shanghai Docks T. 100 57

LEGISLATIVE COUNCIL.

(Continued from page 5.)

house which is not in a proper state of repair. There is only one other matter which I would wish to call attention to and that is the losses on subsidiary coinage. This appears to me to be incurred without any scheme for re-habilitating the coinage. We cannot, of course, divert ourselves of the responsibility for what those who have gone before us have done, but although it is a difficult task I do not think it is an impossible task for the Government, with the assistance of the local Banks, to restore this coinage to its proper value. I would rather see money spent having accomplished this restoration, than, as at present, without making any appreciable improvement in the state of affairs. I do not think any British coin should be allowed to remain at a discount.

The Hon. Mr. Liu Chu Pak expressed the hope that extensions in the rider main districts would be pushed along with all possible speed.

The Director of Public Works, in reply pointed out that the provisions for sub-officers' quarters included nothing in the shape of accommodation for opium smokers or any employees of that description. The increase in the amount required for salaries was explained by the recent adoption of a lower rate of exchange for the conversion of salaries. That had of course, resulted in an increase in the payments generally throughout the service, and in the case of the Public Works Department it came to a very considerable amount. The work on the Tylantok reservoir was proceeding as expeditiously as was possible. He did not think that the half yearly statement laid on the table in connection with the Mongkokkui Refuge had been of much use, for otherwise members would have been aware that the time for completing the contract was five years or another two years in go. Some very disparaging remarks had been made about the condition of the roads, but he could not think that it deserved the strictures that had been from the Hon. Members. Compared with roads elsewhere he maintained that, speaking generally, their roads were in good condition. At the same time, if the colony generally wished their roads to be paved in some different manner and maintained in a better condition, well, they had simply to pay up the money for it, and it would be done. His honorable friend had alluded to the whole colony being behind him in stating that the Public Works were carried out far from satisfactorily. He challenged that statement. From remarks that he had received from residents in the colony and from visitors to the colony he considered that the Public Works in this colony would bear comparison with any works anywhere, almost in the world. He did not want to take to himself any special credit for that state of affairs, as when he came here he found the works conducted in a most excellent manner; he simply tried to carry on the the traditions in that respect. With regard to the remarks about reference of matters to the Public Works Committee, his instructions were that only such matters as the Governor gave

special directions with regard to should be referred to the Public Works Committee. He would only be too delighted to consult them whenever he received His Excellency's instructions to do so in connection with any matter. Dealing with the interior of Mountain Lodge he pointed out that when the proposal to paint it was raised he objected, and results seemed to have justified his opinion. In answer to the Hon. Mr. Lau Chu Pak, he said a good many years ago the Chinese petitioned to have the rider main system introduced, and an Ordinance was especially passed to provide them. Unfortunately the supply last year was so deficient that they had to shut off the rider main and supply the people from the fountains and the streets. That would soon be remedied, however, by the works now in progress.

The Colonial Treasurer said the increase in pawnbrokers' licences tended to show a good state of trade, as the Chinese used the shops partly as banks when money was moving freely the coinage, even, would pawn his clothes to raise money for speculation.

His Excellency observed that the remarks of the Hon. gentlemen who first spoke were not devoted so much to the actual estimate as to the broad principles of Government in the colony some of which they appeared to wish to have altered, and he took it that the fact that their speeches were confined to principles and not so much to the actual estimates showed that the latter had met with their general approval. There was one subject raised by the Hon. member representing the Chamber of Commerce and that was his attack on the Public Works Department. He said not let it pass with out a protest. He had had experience of Public Works in two other portions of the Empire and he entirely disagreed with the Hon. Member as to the inadequacy of the Public Works, or as to the method of carrying them out in the colony. He considered that the Public Works of Hongkong were as good as he had seen in many cases better. In the case of the roads there was still considerable room for improvement, but the explanation of that was very simple. They had been living on the side of a rock and there had been no necessity for making ordinary roads to any great extent nor need for maintaining them for anything more than what other slow moving traffic. It was now that the roads on the levels were being developed for ordinary traffic including motor cars. The Director (Continued on page 7.)

SILIMPOPON COAL.
BUNKERS

can be supplied cheap rates.

SANDAKAN & SEBATTIK
(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

ARINE



Discriminating Drinkers

feel a serene
confidence
IN

JOHN HAIG'S GLENLEVEN

WHISKY.

Sole Agents for South China

H. RUTTONJEE & SON,

Wine & Spirit Merchants

POST OFFICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and countries beyond will be closed in this Office at 5 p.m. on the 7th of November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th of December. The following mail of the 31st November will be treated as the New Year Mail, and is due to reach London on the 27th of December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents and with this mail are due in London on the 24th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. The seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Thimbles, cannot be used for sealing.
The Clerks of the Post Office are forbidden to Affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.
The Nippon Maru with the American and also the Mail ex Mongolia is due to arrive here on Monday 27th inst.

MAILS DUE.

American, Nippon Maru, 27th inst.

MAILS CLOSE TO-DAY.

Japan via Moji-Per ALDENHAM, 24th inst., 5 p.m.

Philippine Islands-Per ZAFIRO, 24th inst., 3 p.m.

Bangkok-Per SEXTA, 24th inst., 2 p.m.

Bangkok-Per RYUGUJA, 24th Oct., 10 a.m.

TO-MORROW.

Sandakan-Per MAUSANG, 25th Oct., 10 a.m.

Philippine Islands-Per VESALIA, 25th inst., 10 a.m.

Straits, Borneo, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe via Brindisi, (Late Letters, 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel Mail will be closed, to-day at 5 p.m.-Per DELTA, 25th Oct., 11 a.m.

Philippine Islands-Per LOONGSANG, 25th Oct., 1 p.m.

Chinwangtau-Per HOESANG, 25th inst., 3 p.m.

Shanghai North China and Tsingtau-Per KIUKHONG, 25th Oct., 3 p.m.

Siberian Mail.

Shanghai and North China (Europe via Siberia)-Per YINGHONG, 25th inst., 5 p.m.

SUNDAY, 26th October.

Swatow-Per HAIMUN, 26th inst., 9 a.m.

Swatow, Amoy & Tamsui-Per DAIGI MARU, 26th Oct., 9 a.m.

Hoihow, Haiphong, Pakhoi and Saigon-Per C. DIEDERICHSEN, 26th Oct., 9 a.m.

MONDAY, 27th Oct.

Ningpo, Shanghai and North China-Per CHOYANG, 27th Oct., 5 p.m.

Japan via Yokohama-Per KUMSANG, 27th Oct., 3 p.m.

TUESDAY, 28th Oct.

Straits, Batavia, Cheribon, Samarang and Surabaya-Per BANRI MARU, 28th inst., 10 a.m.

Swatow, Amoy and Foochow-Per HAI-CHING, 28th Oct., 10 a.m.

Philippine Islands-Per TEAN, 28th Oct., 3 p.m.

Wei-hai-wei and Tientsin-Per CHIP-SHING, 28th Oct., 10 a.m.

Straits and India via Calcutta-Per NANSANG, 28th Oct., 10 a.m.

Swatow Amoy and Formosa via Amoy and Tamsui-Per SOSHU MARU, 28th inst., 3 p.m.

WEDNESDAY, 29th Oct.

Straits, Borneo, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe via Naples-Per DERFLINGER, 29th Oct., 9 a.m.

Swatow-Per HAIYUN, 29th Oct., 10 p.m.

Chinwangtau-Per WUHU, 29th inst., 3 p.m.

THURSDAY, 30th October.

Japan via Moji Victoria and Tacoma-Per CHIOAGO MARU, 30th Oct., 10 a.m.

Straits and Surabaya-Per CHUN-FANG, 30th Oct., 1 p.m.

Shanghai-Per ANHUI, 30th inst., 3 p.m.

FRIDAY, 31st Oct.

Swatow Amoy and Foochow-Per HAIYANG, 31st Oct., 10 a.m.

Korow, Yap, Ulai, Saigon, Truk, Ponape, Kwile, Nauru, Rabaul, Sydney-Per GERMANIA, 31st Oct., 11 a.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin-Per CHANG-SHA, 31st inst., 2 p.m.

Ningpo, Shanghai and North China-Per KALGAN, 31st Oct., 3 p.m.

Shanghai North China and Japan via Yokohama-Per NIPPON, 31st Oct., 3 p.m.

SATURDAY, 1st Nov.

Philippine Islands, Yap, Amoy, Samar, Marana, Foz, Wilhelmshafen, Rabaul, Herberichs, Matupi, Tasmanian, New Zealand, South and West Australia via Brisbane-Per PRINCE HENRI, 1st Nov., 8 a.m.

Straits and India via Calcutta-Per YATSHING, 1st Nov., 11 a.m.

Philippine Islands-Per YEUNSANG, 1st Nov., 1 p.m.

SHIPPING NEWS.

ARRIVED.

Delta, Br. s.s. 4790, W. R. Le Mare, R.N.R., 24th Oct., Shanghai 21st Oct. General-F. & C. Co.

Carl Diederichsen, Ger. s.s. 774, Frandsen, 23rd Oct., Haiphong Pakhoi and Hoihow 22nd Oct. General-Jebens & Co.

Lyesmoen, Ger. s.s. 1738, O. Bach, 23rd Oct., Saigon 19th Oct. Rice-Chinese.

Taisan Maru, Jap. s.s. 2054, Augusto, 13rd Oct., Dairen 17th Oct. Coal-M. B. K.

Taty Maru, Jap. s.s. 1625, T. Tumoto, 24th Oct., Ohefoo, 19th Oct. General and Vermorel-Yoshi-Han.

Haimun, Br. s.s. 641, J. W. Evans, 7th inst., Swatow 6th inst. General-D. L. & Co.

Duplex, Fr. s.s. 1001, Daveluy, 24th Oct., Shanghai 21st Oct. General.

Choyang, Br. s.s. 1424, M. Courtney, 24th Oct., Shanghai and Swatow 23rd Oct. General-J. M. & Co.

Soshu Maru, Jap. s.s. 1115, K. Tashiro, 24th Oct., Swatow 23rd Oct. General-O. S. K.

Teau, Br. s.s. 1350, J. V. Sidford, 24th Oct., Manila 21st Oct. General-B. & S.

DEPARTED.

October 22.

Kwongsang for Shanghai Japan for Calcutta India for Shanghai Luchow for Shanghai Wankow for Yokohama Segovia for Yokohama Pakhoi for Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

October 23.

Chongon for Kwong-chow-wan Taiwan for Saigon

October 24.

Sexta for Bangkok Hainan for Foochow Yodomen for Canton Zafiro for Hoihow and servant Choyang for Canton Delta for Bombay Ragia for Saigon Choyang for Singapore Huihow for Tientsin Yokohama for Kobe Soshu Maru for Canton

PASSENGERS ARRIVED

Per s.s. Delta arrived 24th instant from Shanghai.

Potts, O. H. and ser. T. W. Schendel Mr and Mrs Malini, Mr and Mrs Infant and amah Thum, G. Bradley, G. J. Hashim, N. Beaton, Campbell, H. F. and Casper, J. Havenham, C. W. Nitz, H.

The following vessels have passed the Canal-Telamachus, Mandakly.

London, 10th Oct.

Arrivals from China-Pelena, Sileia, Theana.

The following vessels have passed the Canal-Baga, Maru, Lutrow, Socotra, Africa, Amazona, Suavia, Kanara, Rheas.

London, 14th Oct.

The following vessels have passed the Canal-Bonifig, Meinam, Savanda, Magellan.

London, 21st October.

Arrivals from China-Indraghri.

The following vessels have passed the Canal-Bonifig, Meinam, Savanda, Magellan.

TIDE TABLE.

20th Oct., to 26th Oct., 1913.

High Water Low Water High Water Low Water

Oct 20 10 10 10 10

Oct 21 10 10 10 10

Oct 22 10 10 10 10

Oct 23 10 10 10 10

Oct 24 10 10 10 10

Oct 25 10 10 10 10

Oct 26 10 10 10 10

WEATHER REPORT.

On the 24th at noon-The No returns from Japan.

The anticyclone over China has weakened and moved eastward. It is now central over the Yellow Sea.

The Typhoon to the South East of Luzon appears to have filled up.

The monsoon will probably be interrupted to the North of Foochow, but continue from along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood N.E. winds, strong to moderate.

2 Formosa Channel N.E. gale, moderating.

3 South coast of China between H.K. and Lamook N. N.E. gale, moderating.

4 South coast of China between H.K. and Hainan (The same as No. 1.)

China Coast Meteorological Register, 24th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind Force. Weather.

Wongkok 7a 30.10 35 0 b

Namur 30.10 35 0 b

Hakodate 30.10 35 0 b

Tokio 30.10 35 0 b

Kobe 30.10 35 0 b

Nagasaki 30.10 35 0 b

Kishima 30.10 35 0 b

Oshima 30.10 35 0 b

Ishijima 30.10 35 0 b

Bonin Is. 30.10 35 0 b

Chefoo 30.07 57 81 sw 2 b

Wharwei 30.03 57 87 sw 2 b

Hankow 30.18 55 74 ne 1 b

Kwangtung 30.18 55 74 ne 1 b

Changshu 30.18 55 74 ne 1 b

Shanghai 30.18 55 74 ne 1 b

Gutzlaff 30.18 55 74 ne 1 b

Sharp 30.18 55 74 ne 1 b

Amoy 30.18 55 74 ne 1 b

Swatow 30.18 55 74 ne 1 b

Tahoku 30.15 62 72 ne 2 b

Tachau 30.08 0 0

Tainan 30.07 0 0

Koshu 30.07 0 0

Pudres 30.06 0 0

Canton 30.19 73 73 eno 1 b

Hing 30.11 72 71 s 4 c

Gap Rock 30.08 0 0

Macao 30.09 72 eno 2 c

Wuchow 30.19 68 0 2

Pakhoi 30.10 68 eno 5 b

Hoihow 29.99 75 eno 7 c

Toung 29.99 75 eno 7 c

C. St. J. 29.99 75 eno 7 c

Aparri 29.99 74 eno 1 p

Manila 29.99 74 eno 1 p

Legaspi 29.98 78 ne 1 b

Hilo 29.91 80 ne 1 b

Bacolod 29.91 80 ne 1 b

Cebu 29.93 80 ne 1 b

Labuan 29.95 82 ne 2 c

T. F. Claxton, Director.

Hongkong, Observatory, Oct. 24.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

6 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 30.08 30.11 30.08

Temperature 76 72 74

Humidity 76 72 74

Wind Direction E E E

Force 3 4 3

Weather b b b

Rain 0 0 0

Highest open air temperature on the 24th 77

Lowest 66

H.K. Observatory, 24th Oct., 1913.

T. F. CLAXTON, Director.

LATEST SHIPPING NEWS.

The S. & O. s.s. SOMALI (Transport) is expected to arrive at Singapore on the 28th inst., at 6 a.m.

The French s.s. PHUYEN left Saigon on 21st inst., for a port, and is due to arrive here on or about the 25th inst.

Oysters, Fresh, Fried or stewed

Pindon Baddocks, Kippers, &c.

ALEXANDRA CAPE.

Mail Steamers.

THE PENINSULAR AND ORIENTAL S.N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For Steamers To Sail On Remarks

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles

Syria Capt. C. R. Longden about 29th Oct. Freight & Passage

LONDON, via Universal Ports of Call. Delta Capt. W. R. Le Mare Noon 25th Oct. Freight & Passage

SHANGHAI, MOJI, AND YOKO HAMA Sunda Capt. C. E. Irving about 1st Nov. Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to

P. & O. S. N. Co.'s office, Hongkong, 23rd Oct., 1913.

E. A. Hewett, Superintendent.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For Steamers To sail on

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ABERDEEN & BREMEN Derfflinger Capt. F. Prosch 17,000 WEDNESDAY 29th Oct. 10 a.m.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA P. Eitel Friedrich Capt. C. Mundt 16,000 WEDNESDAY 29th Oct.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE P. Sigismund Capt. A. Hutzig 8,000 SATURDAY 1st Nov. 9 a.m.

Kobe P. Waldemar Capt. H. Bremer 6,100 TUESDAY 12th Nov.

JERSEY, KUDAT & SANDAKAN Borneo Capt. J. Koehler FRIDAY 31st Oct.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 17th Oct., 1913.

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.